U.S. Department
of Transportation

**Federal Aviation
Administration**

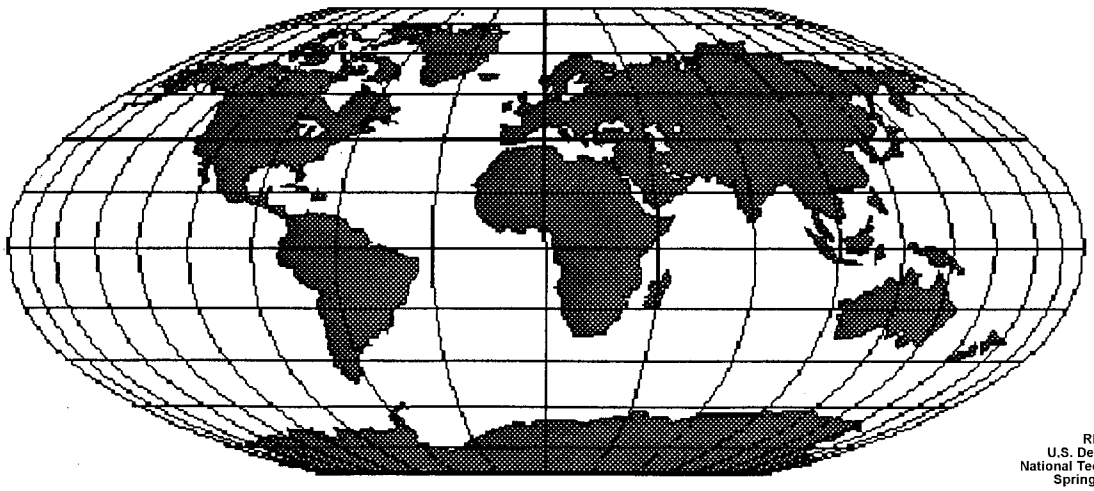
NOTICES TO AIRMEN

Domestic/International

February 25, 1999

Next Issue

March 25, 1999



*Notices to Airmen included in this publication are **NOT** given during pilot briefings unless specifically requested by the pilot.*

Air Traffic Publications (ATA-10)

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Springfield, Virginia 22161

JANUARY - 1999

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FEBRUARY - 1999

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APRIL - 1999

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JUNE - 1999

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JULY - 1999

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AUGUST - 1999

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OCTOBER - 1999

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DECEMBER - 1999

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= Cutoff Dates are TWENTY-TWO (22) days before effective date.

= Effective Dates are in OUTLINE.

Date due to Printer

FOREWORD

NATIONAL AIRSPACE SYSTEM CHANGES

The main references for changes to the National Airspace System (NAS) are the Aeronautical Charts and the Airport/Facility Directories. Most changes to the NAS meeting NOTAM criteria are known sufficiently in advance to be carried in these publications. When this cannot be done, changes are carried in the Notices to Airmen publication and/or the Service A telecommunications system as a NOTAM D item.

FDC AIRWAY NOTAMS

National Flight Data Center (FDC) NOTAMs reflecting airway changes are carried as Center Area NOTAMs (CAN) on the NOTAM(D) circuit. CANs are NOTAMs issued on airway changes that fall within an ARTCC's airspace. CANs are in FDC format and issued by U.S. NOTAM Office.

NOTAMS IN THE NOTICES TO AIRMEN PUBLICATION

NOTAM D information printed in this publication is **NOT** included on the Service A circuit.

FDC NOTAMs reflect changes to Standard Instrument Approach Procedures (SIAPs), flight restrictions, and aeronautical chart revisions. The date and number of the last FDC NOTAM included in this issue is indicated on the Table of Contents page. This ensures that FDC NOTAMs issued after the Notices to Airmen publication cutoff date can be identified.

PART 1 PUBLICATION CRITERIA

Section 1, Airway NOTAMs, is sorted alphabetically by ARTCC and descending FDC NOTAM numerical order.

Section 2, Airports/Facilities & Procedural NOTAMs, categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others as required, and are listed alphabetically by State.

NOTAMs in section 2 are sorted alphabetically by state, city, airport name and descending NOTAM numerical order.

Section 3, FDC General NOTAMs, contains NOTAMs that are general in nature and not tied to a specific airport/facility identifier, i.e., flight advisories and restrictions. NOTAMs in section 3 are sorted by descending NOTAM numerical order.

NOTAM information of a **TEMPORARY** nature is not expected to remain current for an extended period, and is carried until expiration or cancellation. NOTAMS of a permanent nature are carried until published on the proper charts or in the Airport/Facility Directory (AFD).

The Notices to Airmen publication will be issued every 28 days. Data in this publication which is current on the effective date of the next AFD will be transferred to the AFD and removed from this publication.

Facilities are responsible for forwarding NOTAM information, to be included in Part One, to the National Flight Data Center (NFDC).

FDC NOTAM LEGEND	
Code	*Explanation*
0/777	Accountability number assigned to the message originator.
FI/T	Flight information of a temporary nature.
FI/P	Flight information of a permanent nature.

PART 2 PUBLICATION CRITERIA

Revisions to Part 95 of the Federal Aviation Regulations - Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56-day IFR chart cycle, i.e. Part 95 revisions to IFR altitudes on charts effective November 9, 1995, will be published in the November 9, 1995, Notice to Airmen Publication (NTAP).

The revisions will remain in the NTAP until four (4) weeks prior to the next IFR chart 56-day cycle. (IFR 56-day cycle dates are published in the AFD in the General Information Section under Effective Date.)

The biannual consolidation of Part 95 Altitudes will continue to be published as a separate document.

PART 3 INTERNATIONAL NOTICES TO AIRMEN

The International Notices to Airmen feature significant international information and data which may affect a pilot's decision to enter or use areas of foreign or international airspace. Each issuance of this Part is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. Foreign country data in this section is listed alphabetically, followed by international oceanic airspace notices and U.S. overland/oceanic notices. New items will be indicated by a black bar running in the left or right margin.

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Publications Branch, ATA-10, 800 Independence Avenue, SW, Washington, DC 20591. The editors of the International Notices to Airmen Publication can be reached at (202) 267-9223, 0800-1700 (EASTERN).

PART 4 GRAPHIC NOTICES

This section contains special notices and notices containing graphics pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events that may attract media attention or draw large crowds of aircraft, chart corrections/additions, airshow information, etc.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to ATA-10 thru the regional office. All graphics submitted for inclusion must be of high quality and in camera ready form; *FAX copies will not be accepted.* Any submission to be included in this publication must be received well in advance of the effective date to ensure adequate lead time for inclusion in the publication. Since this publication is going to a twenty-eight (28) day cycle, please note the **new cut-off schedule effective with the September 12, 1996 issue.**

TIME REFERENCES

All time references are indicated as UTC or local. During periods of Daylight Savings Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

NEW INFORMATION

Vertical lines in the outside margin show new information.

NOTICES TO AIRMEN

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February 25, 1999

NOTAM information current as of February 4, 1999.

FDC NOTAMS listed thru 9/0744, dated February 4, 1999.

NOTE: FDC NOTAMS for temporary flight restrictions are not published in the Notices to Airmen publication.

PART 1

PART 2

PART 3

PART 4

*** CHECK OUT Special Events on the ATA HOME PAGE: www.faa.gov/ats/ata/**

NOTICES TO AIRMEN

Publication Schedule

Effective Date	*1998/99 Information Cutoff Dates*
~~3 DECEMBER 98~~	~~12 NOVEMBER 98~~
~~31 DECEMBER 98~~	~~10 DECEMBER 98~~
~~28 JANUARY 99~~	~~7 JANUARY 99~~
~~25 FEBRUARY 99~~	~~4 FEBRUARY 99~~
25 MARCH 99	4 MARCH 99
22 APRIL 99	1 APRIL 99
20 MAY 99	29 APRIL 99
17 JUNE 99	27 MAY 99
15 JULY 99	24 JUNE 99
12 AUGUST 99	22 JULY 99
9 SEPTEMBER 99	19 AUGUST 99
7 OCTOBER 99	16 SEPTEMBER 99
4 NOVEMBER 99	14 OCTOBER 99
2 DECEMBER 99	11 NOVEMBER 99
30 DECEMBER 99	9 DECEMBER 99

[a] All Information for inclusion in Part 1 and Part 2 should be submitted to the National Flight Data Center (ATA-110) by the above dates.

[b] All Information for inclusion in Part 3 and Part 4 should be submitted to ATA-10 from the region by the above dates.

ADDRESSING INFORMATION FOR PART 1 and PART 2

ATA-110

Address	*Category*	*Phone Numbers*
Federal Aviation Administration National Flight Data Center (ATA-110) 800 Independence Avenue SW Washington, DC 20591	Airports & Navaids Airspace & Procedures Part 95 Revisions	**1-800-457-6656**

ADDRESSING INFORMATION FOR PART 3 and PART 4

ATA-10

Address	*Commercial Phone*	*FAX Phone*
Federal Aviation Administration ATA-10, Room 428 800 Independence Avenue SW Washington, DC 20591	**1-202-267-9223**	**1-202-267-9291**

NOTAM CONTRACTIONS

This list contains most (but possibly not all) of the commonly used contractions currently in use in Notices to Airmens (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc. This has been updated as of January 25, 1999 by ARW-200.

Contraction	*Decode*
	A
ABN	Airport Beacon
ABV	Above
ACC	Area Control Center (ARTCC)
ACCUM	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACT	Active
ADJ	Adjacent
ADZD	Advised
AFD	Airport Facility Directory
AFSS	Automated Flight Service Station
AGL	Above Ground Level
ALS	Approach Light System
ALT	Altitude
ALTM	Altimeter
ALTN	Alternate
ALTNLY	Alternately
ALSTG	Altimeter Setting
AMDT	Amendment
AMGR	Airport Manager
AMOS	Automatic Meteorological Observing System
AP	Airport
APCH	Approach
AP LGT	Airport Lights
APP	Approach control
ARFF	Aircraft Rescue & Fire Fighting
ARR	Arrive, Arrival
ASOS	Automated Surface Observing System
ASPH	Asphalt
ATC	Air Traffic Control
ATCSCC	Air Traffic Control System Command Center
ATIS	Automatic Terminal Information Service
AUTH	Authority
AUTOB	Automatic Weather Reporting System
AVBL	Available
AWOS	Automated Weather Observing System
AWY	Airway
AZM	Azimuth
	B
BA FAIR	Braking Action Fair
BA NIL	Braking Action Nil
BA POOR	Braking Action Poor
BC	Back Course
BCN	Beacon
BERM	Snowbank/s Containing Earth/Gravel
BLW	Below
BND	Bound
BRG	Bearing
BYD	Beyond
	C
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area

Contraction	*Decode*
CEAS	Class E Airspace
CESA	Class E Surface Area
CFR	Code of Ferderal Regulations
CGAS	Class G Airspace
CHAN	Channel
CHG	Change or Modification
CIG	Ceiling
CK	Check
CL	Center Line
CLKWS	Clockwise
CLR	Clearance, Clear(s), Cleared to
CLSD	Closed
CMB	Climb
CMSND	Commissioned
CNL	Cancel
CNTRLN	Centerline
COM	Communications
CONC	Concrete
CPD	Coupled
CRS	Course
CTC	Contact
CTL	Control
	D
DALGT	Daylight
DCMSND	Decommissioned
DCT	Direct
DEGS	Degrees
DEP	Depart/Departure
DEP PROC	Departure Procedures
DH	Decision Height
DISABLD	Disabled
DIST	Distance
DLA	Delay or Delayed
DLT	Delete
DLY	Daily
DME	Distance Measuring Equipment
DMSTN	Demonstration
DP	Dew Point Temperature
DRFT	Snowbank/s Caused By Wind Action
DSPLCD	Displaced
	E
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	En Route
ENTR	Entire
EXC	Except
	F
FAC	Facility or Facilities
FAF	Final Approach Fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FI/T	Flight Inspection Temporary
FI/P	Flight Inspection Permanent
FM	From
FREQ	Frequency
FNA	Final approach

FPM	Feet per minute
FREQ	Frequency
FRH	Fly Runway Heading
FRI	Friday
FRZN	Frozen
FSS	Flight Service Station
FT	Foot, Feet
G	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
H	
HAA	Height Above Airport
HAT	Height Above Touchdown
HDG	Heading
HEL	Helicopter
HELI	Heliport
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	Holding
HOL	Holiday
HP	Holding Pattern
HR	Hour
I	
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
INBD	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF	Intermediate Fix
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Conditions
IN	Inch/Inches
INDEFLY	Indefinitely
INFO	Information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice On Runway/s
K	
KT	Knots
L	
L	Left
LAA	Local Airport Advisory
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds
LC	Local Control
LOC	Local/Locally/Location
LCTD	Located
LDA	Localizer Type Directional Aid
LGT	Light or Lighting
LGTD	Lighted
LIRL	Low Intensity Runway Lights
LLWAS	Low Level Wind Shear Alert System
LM	Compass Locator at ILS Middle Marker
LDG	Landing
LLZ	Localizer
LO	Compass Locator at ILS Outer Marker
LONG	Longitude

LRN	Loran
LSR	Loose Snow on Runway/s
LT	Left Turn
M	
MAG	Magnetic
MAINT	Maintain, Maintenance
MALS	Medium Intensity Approach Light System
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAPT	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Lights
MKR	Marker
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNT	Monitor/Monitoring/Monitored
MOC	Minimum Obstruction Clearance
MON	Monday
MRA	Minimum Reception Altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	Message
MSL	Mean Sea Level
MU	MU Meters
MUD	Mud
MUNI	Municipal
N	
N	North
NA	Not Authorized
NAV	Navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile/s
NMR	Nautical Mile Radius
NONSTD	Nonstandard
NOPT	No Procedure Turn Required
NR	Number
NTAP	Notice To Airmen Publication
NW	Northwest
O	
OBSC	Obscured, Obscure, Obscuring
OBST	Obstruction, Obstacle
OM	Outer Marker
OPR	Operate, Operator or Operative
OPS	Operation(s)
ORIG	Original
OTS	Out of Service
OVR	Over
P	
PAEW	Personnel and Equipment Working
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAT	Pattern
PAX	Passenger/s
PCL	Pilot Controlled Lighting
PERM	Permanent/Permanently
PJE	Parachute Jumping Exercise

PLA	Practice Low Approach
PLW	Plow/Plowed
PN	Prior Notice Required
PPR	Prior Permission Required
PRN	Psuedo Random Noise
PROC	Procedure
PROP	Propeller
PSR	Packed Snow on Runway/s
PTCHY	Patchy
PTN	Procedure Turn
PVT	Private
R	
R	Right
RAIL	Runway Alignment Indicator Lights
RAMOS	Remote Automatic Meterological Observing System
RCAG	Remote Communication Air/Ground Facility
RCL	Runway Centerline
RCLL	Runway Centerline Light System
RCO	Remote Communication Outlet
REC	Receive/Receiver
RENL	Runway End Identifier Lights
RELCTD	Relocated
REP	Report
RLLS	Runway Lead-in Lights System
RMNDR	Remainder
RNAV	Area Navigation
RPLC	Replace
RQRD	Required
RRL	Runway Remaining Lights
RSR	En Route Surveillance Radar
RSVN	Reservation
RT	Right Turn
RTE	Route
RTR	Remote Transmitter/Receiver
RTS	Return to Service
RUF	Rough
RVR	Runway Visual Range
RVRM	Runway Visual Range Midpoint
RVRR	Runway Visual Range Rollout
RVRT	Runway Visual Range Touchdown
RWY	Runway
S	
S	South
SA	Sand, Sanded
SAT	Saturday
SAWR	Supplementary Aviation Weather Reporting Station
SB	Southbound
SDF	Simplified Directional Facility
SE	Southeast
SFL	Sequence Flashing Lights
SID	Standard Instrument Departure
SIMUL	Simultaneous or Simultaneously
SIR	Packed or Compacted Snow and Ice on Runway/s
SKED	Scheduled or Schedule
SLR	Slush on Runway/s
SN	Snow
SNBNK	Snowbank/s Caused by Plowing
SNGL	Single
SPD	Speed
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
SSR	Secondary Surveillance Radar
STA	Straight-in Approach

STAR	Standard Terminal Arrival
SUN	Sunday
SVC	Service
SVN	Satellite Vehicle Number
SW	Southwest
SWEPT	Swept or Broom/Broomed
T	
T	Temperature
TACAN	Tactical Air Navigational Aid (azimuth and DME)
TAR	Terminal Area Surveillance Radar
TDZ	Touchdown Zone
TDZ LGT	Touchdown Zone Lights
TEMPO	Temporary or Temporarily
TFC	Traffic
TFR	Temporary Flight Restriction
TGL	Touch and Go Landings
THN	Thin
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TKOF	Takeoff
TM	Traffic Manaagement
TMPA	Traffic Management Program Alert
TRML	Terminal
TRNG	Training
TRSN	Transition
TSNT	Transient
TUE	Tuesday
TWR	Tower
TWY	Taxiway
U	
UAV	Unmanned Air Vehicles
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
V	
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VIA	By Way Of
VICE	Instead/Versus
VIS	Visibiliy
VMC	Visual Meteorological Conditions
VOL	Volume
VOR	VHF Omni-Directional Radio Range
VORTAC	VOR and TACAN (Colocated)
W	
W	West
WB	Westbound
WED	Wednesday
WEF	With Effect From or Effective From
WI	Within
WKDAYS	Monday Through Friday
WKEND	Saturday and Sunday
WND	Wind
WPT	Waypoint
WSR	Wet Snow on Runway/s
WTR	Water on Runway/s
WX	Weather

WEATHER CONTRACTIONS

Contraction	*Decode*
	A
A	Preceding 4 Digits Altimeter (METAR)
A	Absolute (Temperature)
A	Alaskan Standard Time (Time Groups Only)
A	Arctic (Air Mass)
A01	Automated Observation Without Precipitation Discriminator (Rain/Snow) (METAR)
A02	Automated Observation With Precipitation Discriminator (Rain/Snow) (METAR)
AAWF	Auxiliary Aviation Weather Facility
AC	Altocumulus
ACC	Altocumulus Castellanus (ICAO)
ACCAS	Altocumulus Castellanus
ACSL	Standing Lenticular Altocumulus
ACYC	Anticyclonic
ADRNDCK	Adirondack
ADV	Advise
ADVCTN	Advection
ADVY	Advisory
AFC	Area Forecast Center
AFDK	After Dark
ALF	Aloft
ALGHNY	Allegheny
ALQDS	All Quadrants
ALSEC	All Sectors
ALTA	Alberta
ALUTN	Aleutian
ALWF	Actual Wind Factor
AM	Ante Meridiem
AMD	Amended Forecast (TAF)
AMPLTD	Amplitude
AMS	Air Mass
AMS	American Meteorological Society
ANLYS	Analysis
APLCN	Appalachian
AS	Altostratus
ASOS	Automated Surface Observing System
ATLC	Atlantic
AURBO	Aurora Borealis
AUTO	Automated (METAR) No Human Intervention
AWOS	Automatic Weather Observing/Reporting System
AWP	Aviation Weather Processors
	B
B	Beginning of Precipitation (Time In Minutes) (Weather Reports Only)
B	Bering Standard Time (Time Groups Only)
BACLIN	Baroclinic or Baroclinic Prognosis
BATROP	Barotropic or Barotropic Prognosis
BC	Patches (METAR)
BC	British Columbia
BCFG	Patchy Fog (METAR)
BCH	Beach
BCKG	Backing
BDA	Bermuda
BECMG	Becoming (Expected Between 2 Digit Beginning Hour and 2 Digit Ending Hour) (TAF)
BFDK	Before Dark
BINOVC	Breaks in Overcast
BKN	Broken
BL	Between Layers
BL	Blowing (METAR)
BLD	Build
BLDU	Blowing Dust (METAR)
BLDUP	Buildup
BLKHLS	Black Hills
BLKT	Blanket
BLO	Below (ICAO)
BLO	Below Clounds (METAR)
BLSA	Blowing Sand (METAR)

Contraction	*Decode*
BLSN	Blowing Snow (METAR)
BLW	Below (ICAO)
BLZD	Blizzard
BMS	Basic Meteorological Services
BNDRY	Boundary
BOVC	Base of Overcast
BR	Mist (METAR)
BRF	Brief
BRK	Break
BRKHIC	Breaks in Higher Overcast
BRKSHR	Berkshire
BRM	Barometer
BTL	Between Layers
BTWN	Between
BY	Blowing Spray (METAR) (Weather Reports Only)
	C
C	Central Standard Time (Time Groups Only)
C	Continental (Air Mass)
CA	Clear Above (PIREP Only)
CAN	Canada
CARIB	Caribbean
CASCDS	Cascades
CAT	Clear Air Turbulence (GEN)
CAVOK	Cloud and Visibility OK (METAR)
CAVU	Clear or Scattered Clouds and Visibility Greater Than Ten Miles
CAWS	Common Aviation Weather Sub-system
CB	Cumulonimbus
CBMAM	Cumulonimbus Mammatus
CC	Cirrocumulus
CCLKWS	Counterclockwise
CCSL	Standing Lenticular Cirrocumulus
CDFNT	Cold Front
CFP	Cold Front Passage
CHARC	Characteristic
CHC	Chance
CHSPK	Chesapeake
CI	Cirrus
CIG	Ceiling
CLD	Cloud
CLR	Clear
CLR	Clear At Or Below 12,000 Feet (AWOS/ASOS Report) (METAR)
CLRS	Clear and Smooth
CNCL	Cancel
CNDN	Canadian
CNVTV	Convective
CONFDC	Confidence
CONT	Continue or Continuously (GEN)
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the Observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis
	D
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (Weather Reports Only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope

Table of Contents

DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DRSA	Low Drifting Sand (METAR)
DRSN	Low Drifting Snow (METAR)
DRZL	Drizzle
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DURC	During Climb ((PIREP)
DURD	During Descent (PIREP)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)
E	
E	Eastern Standard Time (Time Groups Only)
E	Ending of Precipitation (Time in Minutes)(Weather Reports Only)
E	Equatorial (Air Mass)
E	Estimated (Weather Reports Only)
ELNGT	Elongate
EMBDD	Embedded
EMSU	Environment Meteorological Support Unit
ENERN	East-northeastern (Weather Reports Only)
ENEWD	East-northeastward (Weather Reports Only)
EOF	Expected Operations Forecast
ESERN	East-southeastern (Weather Reports Only)
ESEWD	East-southeastward (Weather Reports Only)
EXTRAP	Extrapolate
EXTRM	Extreme
F	
FA	Area Forecast
FAH	Fahrenheit
FEW	1 or 2 Octas (Eighths) Cloud Coverage (METAR)
FC	Funnel Cloud (METAR)
+FC	Tornado/ Water Spout (METAR)
FG	Fog (METAR)
FIBI	Filed But Impractical to Transmit
FILG	Filling
FINO	Weather Report Will Not Be Filed for Transmission
/FL	Altitude/Flight Level (PIREP)
FL	Flash Advisory
FLDST	Flood Stage
FLG	Falling
FLRY	Flurry
FLWIS	Flood Warning Issued
FM	From (4 Digit Beginning Time In Hours and Minutes) (TAF)
FNT	Front
FNTGNS	Frontogenesis
FNTLYS	Frontolysis
FORNN	Forenoon
FRMG	Forming
FROPA	Frontal Passage
FROSFC	Frontal Surface
FRST	Frost
FRWF	Forecast Wind Factor
FRZ	Freeze
FRZLVL	Freezing Level
FRZN	Frozen
FT	Feet (GEN)
FRQ	Frequent (ICAO)
FU	Smoke (METAR)
FULYR	Smoke Layer Aloft
FUOCTY	Smoke Over City
FWC	Fleet Weather Central
FZ	Supercooled/Freezing (METAR)
FZDZ	Freezing Drizzle (METAR)
FZFG	Freezing Fog (METAR)
FZRA	Freezing Rain (METAR)
G	
G	Gusts Reaching (Knots) (Weather Reports Only)
GICG	Glaze Icing
GLFALSK	Gulf of Alaska
GLFCAL	Gulf of California
GLFMEX	Gulf of Mexico
GLFSTLAWR	Gulf of St. Lawrence
GNDFG	Ground Fog
GR	Hail (Greater Than 1/4") (METAR)
GRAD	Gradient
GRBNKS	Grand Banks
GRDL	Gradual
GRTLKS	Great Lakes
GS	Small Hail/Snow Pellets (Less Than 1/4") (METAR)
GSTS	Gusts
GSTY	Gusty
GV	Ground Visibility
H	
HCVIS	High Clouds Visible
HDFRZ	Hard Freeze
HDSVLY	Hudson Valley
HI	High
HIEAT	Highest Temperature Equaled For All Time
HIEFM	Highest Temperature Equaled For The Month
HIESE	Highest Temperature Equaled So Early
HIESL	Highest Temperature Equaled So Late
HIFOR	High Level Forecast
HITMP	Highest Temperature
HIXAT	Highest Temperature Exceeded For All Time
HIXFM	Highest Temperature Exceeded For The Month
HIXSE	Highest Temperature Exceeded So Early
HIXSL	Highest Temperature Exceeded So Late
HLSTO	Hailstones
HLTP	Hilltop
HLYR	Haze Layer Aloft
HURCN	Hurricane
HUREP	Hurricane Report
HX	High Index
HZ	Haze (METAR)
I	
/IC	Icing (PIREP only)
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds
ICGICP	Icing in Clouds and Precipitation
ICGIP	Icing in Precipitation
IMC	Instrument Meteorological Conditions (PIREP)
IMDT	Immediate
INLD	Inland
INSTBY	Instability
INTR	Interior
INTRMTRGN	Inter-Mountain Region
INTS	Intense
INTSFY	Intensify
INVRN	Inversion
IOVC	In Overcast
IR	Ice on Runway
ISOLD	Isolated (GEN)
J	
JTSTR	Jet Stream
K	
K	Cold (Air Mass)

KFRST	Killing Frost
KT	Knots (Follows Wind Direction/speed) (GEN)

L	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LGT	Light (PIREP)
LIFR	Low IFR (Weather Reports Only)
LK	Lake
LLWS	Low Level Wind Shear (PIREP)
LN	Line (GEN)
LOEAT	Lowest Temperature Equaled For All Time
LOEFM	Lowest Temperature Equaled For The Month
LOESE	Lowest Temperature Equaled So Early
LOESL	Lowest Temperature Equaled So Late
LOTMP	Lowest Temperature
LOXAT	Lowest Temperature Exceeded For All Time
LOXFM	Lowest Temperature Exceeded For The Month
LOXSE	Lowest Temperature Exceeded So Early
LOXSL	Lowest Temperature Exceeded So Late
LSR	Loose Snow on Runway
LTG	Lightning
LTGCA	Lightning Cloud-to-Air
LTGCC	Lightning Cloud-to-Cloud
LTGCCCG	Lightning Cloud-to-Cloud, Cloud-to-Ground
LTGCG	Lightning Cloud-to-Ground
LTGCW	Lightning Cloud-to-Water
LTGIC	Lightning in Clouds
LTLCG	Little Change
LTNG	Lightning
LX	Low Index
LYR	Layer or Layered or Layers

M	
M	Maritime (Air Mass)
M	In Temperature Field Means "Minus" or Below Zero (METAR)
M	In RVR Field, Indicates Visibility Less Than Lowest Reportable Sensor Value (e.g. M0600FT)
M	Missing (Weather Reports Only)
M	Mountain Standard Time (Time Groups Only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging
METAR	Aviation Routine Weather Report (ICAO)
MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
MLTLVL	Melting Level
MMO	Main Meteorological Office
MNLD	Mainland
MOD	Moderate (PIREP)
MOGR	Moderate or Greater
MONTR	Monitor
MOV	Move
MRGL	Marginal
MRNG	Morning
MRTM	Maritime
MS	Minus
MSTLY	Mostly
MSTR	Moisture
MTN	Mountain
MVFR	Marginal VFR
MX	Mixed, Icing Type (PIREP)
MXD	Mixed

N	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (Weather Reports Only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North-northeastern (Weather Reports Only)
NNEWD	North-northeastward (Weather Reports Only)
NNWRN	North-northwestern (Weather Reports Only)
NNWWD	Northwestward (Weather Reports Only)
NO	Not Available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NOSPL	No Special Observations Taken (Weather Reports Only)
NPRS	Nonpersistent
NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (TAF)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (Weather Reports Only)
NWRN	Northwestern (Weather Reports Only)

O	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OCNL	Occasional (GEN)
OFP	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore
ONT	Ontario
ORGPHC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OTP	On Top (PIREP)
/OV	Location (PIREP Only)
OVC	Overcast

P	
P	Pacific Standard Time (Time Group Only)
P	Polar (Air Mass)
P	In RVR Field, Indicates Visibility Greater Than Highest Reportable Sensor Value (e.g. P6000FT)
P6SM	Visibility Greater Than 6 Statute Miles (TAF Only)
PAC	Pacific
PBL	Probable
PCPN	Precipitation
PDMT	Predominant
PDMT	Predominate
PDW	Priority Delayed Weather
PE	Ice Pellets (METAR)
PEN	Peninsula
PGTSND	Puget Sound
PIBAL	Pilot Balloon Observation
PISE	No Pilot Balloon Observation Due To Unfavorable Sea Conditions
PISO	No Pilot Balloon Observation Due To Snow
PIWI	No Pilot Balloon Observation Due To High, or Gusty, Surface Wind
PK WND	Peak Wind
PL	Ice Pellets (METAR)
PLW	Plow (Snow)
PNHDL	Panhandle
PO	Dust/Sand Whirls (METAR)
PPINE	Radar Weather Report No Echoes Observed

PPINA	Radar Weather Report Not Available (Or Omitted For a Reason Different Than Those Otherwise Stated)
PPINO	Radar Weather Report Equipment Inoperative Due To Breakdown
PPIOK	Radar Weather Report Equipment Operation Resumed
PPIOM	Radar Weather Report Equipment Inoperative Due To Maintenance
PR	Partial (METAR)
PRBLTY	Probability
PRESFR	Pressure Falling Rapidly
PRESRR	Pressure Rising Rapidly
PRFG	Fog Partial (METAR)
PRJMP	Pressure Jump (Weather Reports Only)
PROB30	Slight Chance, Probability 30 Percent (TAF)
PROB40	Probability 40 Percent (TAF)
PROG	Prognosis or Prognostic
PRSNT	Present
PS	Plus
PSG	Passage
PSG	Passing
PSR	Packed Snow on Runway
PTCHY	Patchy
PTLY	Partly
PVA	Positive Vorticity Advection
PWINO	Precipitation Identifier Information Not Available (Weather Reports Only)
PY	Spray (METAR)

Q	
QSTNRY	Quasi-stationary
QUE	Quebec

R	
R	Runway (Used In RVR Measurement)
RA	Rain (METAR)
RABA	No RAWIN Obs., No Balloons Available
RABAL	Radiosonde Balloon Wind Data
RABAR	Radiosonde Balloon Release
RACO	No RAWIN Obs., Communications Out
RADAT	Radiosonde Observation Data
RADNO	Report Missing Account Radio Failure
RAFI	Radiosonde Observation Not Filed
RAFRZ	Radiosonde Observation Freezing Levels
RAHE	No RAWIN Obs., No Gas Available
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAPI	Radiosonde Report Already Sent in PIBAL Collection
RAREP	Radar Weather Report
RASN	Rain and Snow (METAR)
RAVU	Radiosonde Analysis and Verification Unit
RAWE	No RAWIN obs., Unfavorable Weather
RAWI	No RAWIN Obs., High and Gusty Winds
RAWIN	Upper Winds Obs. (By Radio Methods)
RCD	Radar Cloud Detection Report
RCDNA	Radar Cloud Detection Report Not Available
RCDNE	Radar Cloud Detection Report No Echoes Observed
RCDNO	Radar Cloud Detector Inoperative Due to Breakdown Until
RCDOM	Radar Cloud Detector Inoperative Due to Maintenance Until
RCKY	Rockies (Mountains)
RDG	Ridge
RDWND	Radar Dome Wind
RESTR	Restrict
RGD	Ragged
RH	Relative Humidity
RHINO	Radar Echo Height Information Not Available
RHINO	Radar Range Height Indicator Not Operating on Scan
RIOGD	Rio Grande
/RM	Remarks (PIREP)
RMK	Remark(s)
RNFL	Rainfall
ROBEPS	Radar Operating Below Prescribed Standard
RPD	Rapid
RSG	Rising
RUF	Rough
RY/RWY	Runway

S	
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered
SELS	Severe Local Storms
SELY	Southeasterly (Weather Reports Only)
SERN	Southeastern (Weather Reports Only)
SEV	Severe (ICAO)
SFERICS	Atmospherics
SG	Snow Grains (METAR)
SGD	Solar-Geophysical Data
SH	Showers (METAR)
SHFT	Shift (Weather Reports Only)
SHGR	Hail Showers
SHGS	Small Hail Showers
SHLW	Shallow
SHRA	Rain Showers
SHRTLY	Shortly
SHSN	Snow Showers
SHWR	Shower
SIERNEV	Sierra Nevada
SIR	Snow and Ice on Runway
/SK	Sky Conditions (PIREP Only)
SKC	Sky Clear (METAR)
SKC	Clear
SLD	Solid
SLP	Sea Level Pressure (e.g. 1013.2 Reported as 132)
SLR	Slush on Runway
SLT	Sleet
SM	Statute Mile(s)
SMK	Smoke
SMTH	Smooth
SN	Snow (METAR)
SNBNK	Snowbank
SNFLK	Snowflake
SNOINCR	Snow Depth Increase in Past Hour
SNW	Snow
SNWFL	Snowfall
SP	Station Pressure
SPECI	Special Report (METAR)
SPKL	Sprinkle
SPLNS	South Plains
SPRD	Spread
SQ	Squall (METAR)
SQAL	Squall
SQLN	Squall Line
SS	Sandstorm (METAR)
SSERN	South-southeastern (Weather Reports Only)
SSEWD	South-southeastward (Weather Reports Only)
SSWRN	South-southwestern (Weather Reports Only)
SSWWD	South-southwestward (Weather Reports Only)
ST	Stratus
STAGN	Stagnation
STFRA	Stratus Fractus
STFRM	Stratiform
STG	Strong
STM	Storm
STNRY	Stationary
SWLG	Swelling
SWLY	Southwesterly (Weather Reports Only)
SWRN	Southwestern (Weather Reports Only)
SX	Stability Index
SXN	Section
SYNOP	Synoptic
SYNS	Synopsis

T	
T	Trace (Weather Reports Only)
T	Tropical (Air Mass)
/TA	Air Temperature (PIREP)
TAF	Aviation Terminal Forecast
/TB	Turbulence (PIREPS Only)
TCU	Towering Cumulus
TEMPO	Temporary Changes Expected (Between 2 Digit Beginning Hour and 2 Digit Ending Hour) (TAF)
THD	Thunderhead (Non METAR)
THDR	Thunder (Non METAR)
THK	Thick
THN	Thin
TKOF	Takeoff
/TM	Time (PIREP)
TOP	Cloud Top
TOVC	Top of Overcast
/TP	Type Aircraft (PIREP Only)
TPG	Topping
TRIB	Tributary
TROF	Trough
TROP	Tropopause
TRPCD	Tropical Continental (Air Mass)
TRPCL	Tropical
TRPLYR	Trapping Layer
TS	Thunderstorm (METAR)
TSGR	Thunderstorm With Hail (METAR)
TSGS	Thunderstorm With Small Hail (METAR)
TSHWR	Thundershower (Non METAR)
TSPL	Thunderstorm With Ice Pellets
TSQLS	Thundersqualls (Non METAR)
TSRA	Thunderstorm With Rain (METAR)
TSSA	Thunderstorm With Duststorm or Sandstorm (METAR)
TSSN	Thunderstorm With Snow (METAR)
TSTM	Thunderstorm (Non METAR)
TURBC	Turbulence
TURBT	Turbulent
TWRG	Towering

U	
UA	Routine PIREP
UAG	Upper Atmosphere Geophysics
UDDF	Up and Down Drafts
UNSBL	Unseasonable
UNSTBL	Unstable
UNSTDY	Unsteady
UNSTL	Unsettle
UP	Unknown Precipitation (Automated Observations)
UPDFTS	Updrafts
UPR	Upper
UPSLP	Upslope
UPSTRM	Upstream
UUA	Urgent PIREP
UVV	Upward Vertical Velocity
UWNDS	Upper Winds

V	
V	Varies (Wind Direction and RVR)
V	Variable (Weather Reports Only)
VA	Volcanic Ash (METAR)
VC	Vicinity
VCFG	Fog in Vicinity (METAR)
VIS	Visibility (GEN)
VLCTY	Velocity
VLNT	Violent
VLY	Valley
VR	Veer
VRB	Variable Wind Direction When Speed Is Less Than Or Equal To 6 Knots
VRISL	Vancouver Island, BC
VRT MOTN	Vertical Motion
VSBY	Visibility
VSBYDR	Visibility Decreasing Rapidly
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)

W	
W	Warm (Air Mass)
WA	AIRMET
WDC-1	World Data Centers in Western Europe
WDC-2	World Data Centers Throughout Rest of World
WDLY	Widely
WDSPRD	Widespread
WEA	Weather
WFP	Warm Front Passage
WINT	Winter
WND	Wind
WNWRN	West-northwestern (Weather Reports Only)
WNWWD	West-northwestward (Weather Reports Only)
WPLTO	Western Plateau
WR	Wet Runway
WRM	Warm
WRMFNT	Warm Front
WRNG	Warning
WS	Wind Shear (in TAFs, Low Level and Not Associated With Convective Activity)
WS	SIGMET
WSHFT	Wind Shift
WSOM	Weather Service Operations Manual
WSR	Wet Snow on Runway
WSTCH	Watch Range
WSWRN	West-southwestern (Weather Reports Only)
WSWWD	West-southwestward (Weather Reports Only)
WTR	Water
WTSPT	Waterspout
WV	Wave
/WV	Wind at Altitude Only (PIREP Only)
WW	Severe Weather Forecast
/WX	Flight visibility and Flight Weather (PIREP)
WXCON	Weather Reconnaissance Flight Pilot Report

X	
XCP	Except
XPC	Expect

Y	
Y	Yukon Standard Time (Time Groups Only)
YKN	Yukon
YLSTN	Yellowstone

Z	
Z	Appended Date-Time Group Indicates UTC (METAR/TAF)
ZI	Zonal Index
ZI	Zone of Interior
ZRNO	Freezing Rain Information Not Available (Weather Reports Only)

Data furnished by ARW-200

NOTICES TO AIRMEN

CONTENT CRITERIA

All public use airports have distant NOTAM distribution.

AIRPORTS

1. Airport Data:	Abandonments (If currently listed in Airport/Facility Directory) Openings Closings
2. Airport Operating Restrictions:	ARFF ACR
3. Runway Data: (Hard Surface Only).	Openings Closings Commissionings Permanent Closures Ident Changes Length Width Surface Composition Changes Displaced Thresholds (Implementation and Changes)
4. Runway Edge Light Systems	Commissionings Changes Outages (with effective dates) Pilot Control (commissionings/decommissionings, outages (with effective dates)
5. Approach Light Systems	Commissionings Changes Decommissionings Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))

NAVAIDS, COMMUNICATIONS, OTHER SERVICES

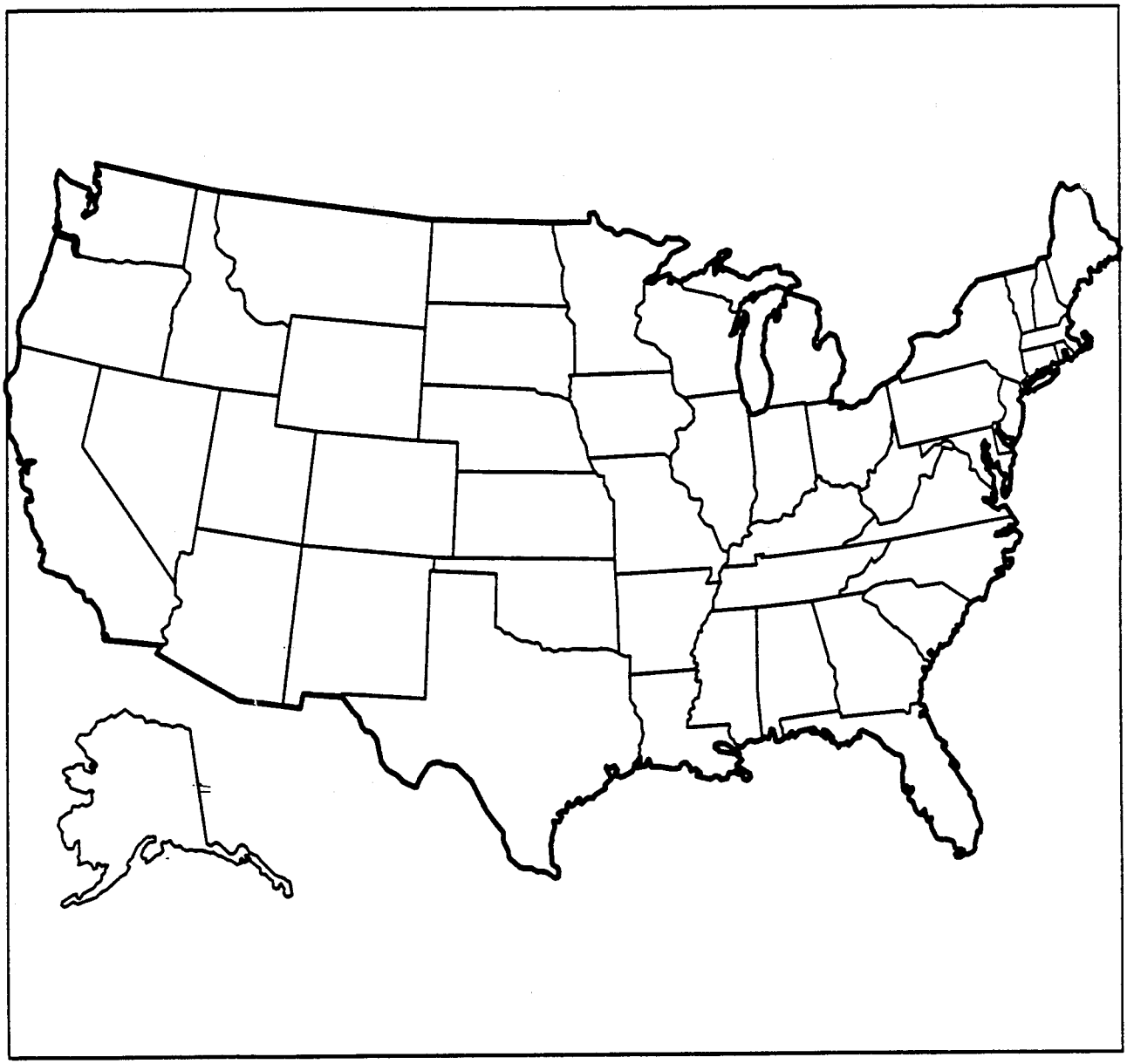
1. Navigational Facilities	Commissionings (including Ident and Frequency) Decommissionings (including Ident and Frequency) Frequency changes Changes in monitoring facility and/or status Restrictions Outages (with effective dates)
2. Airport Traffic Control Towers	Commissionings (including frequencies) Hours of operation Decommissionings
3. Flight Service Stations	Commissionings Decommissionings Hours of operation Commissionings/Decommissionings of RCOs Changes in monitoring status of RCOs Outages of RCOs (with effective dates)
4. Weather	AWOS (system and frequency)

Part 1.

Section 1.

FDC

AIRWAY NOTAMS



PART 1

Section 1. AIRWAY NOTAMS

ALBUQUERQUE ARTCC

FDC 9/0276 /ZAB/ NM FI/T AIRWAY ZAB...V14 ONSOM INT, NM TO CHISUM (CME) VORTAC, NM WESTBOUND: MEA 6000.

FDC 8/6787 /ZAB/ NM, FI/T AIRWAY ZAB...V94 DEMING (DMN) VORTAC, NM TO MOLLY INT, NM MOCA 7700.

FDC 8/5402 /ZAB/ FI/T AIRWAY ZFW ZAB...V272-440 SAYRE (SYO) VORTAC, OK TO BRISC INT, TX: MOCA 4300.

FDC 7/8507 ZAB FI/T AIRWAY ZAB. V280 TEXICO (TXO) VORTAC, TX TO SIDER INT, TX MOCA 5600.

ANCHORAGE ARTCC

FDC 8/8626 ZAN AK. FI/T AIRWAY ZAN. V440 UNALKLEET, AK CHANGEOVER POINT GOLOS/OME 45 DME.

FDC 8/6035 ZAN AK. FI/T AIRWAY ZAN. V438 TUNDA DME FIX, AK TO OOSIK DME FIX, AK MEA 7000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE OF GPS DURING OUTAGE OF LAND-BASED NAVIGATION AIDS."

FDC 8/5776 ZAN AK. FI/T AIRWAY ZAN. V506 BAIME DME FIX, AK TO SETUP DME FIX, AK MEA 9000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

FDC 8/5774 ZAN AK. FI/T AIRWAY ZAN. V506 SHOKK DME FIX, TO MEADE DME FIX, AK MEA 11000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

FDC 8/5772 ZAN AK. FI/T AIRWAY ZAN. V506 (ODK) VORTAC, AK TO KING SALMON VORTAC (AKN), NOT AUTHORIZED EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND-BASE NAVIGATION AIDS."

ATLANTA ARTCC

FDC 8/7573 ZTL VA..FI/T AIRWAY ZTL ZDC. V16 PULASKI (PSK) VORTAC, VA TO ROANOKE (ROA) VORTAC, VA ADD CHANGEOVER POINT AT PSK 10NM/ROA 24NM.

FDC 8/7552 ZTL FI/T AIRWAY ZTL, ZID. V59 PULASKI (PSK) VORTAC, VA TO BECKLEY (BKW) VORTAC, WV, COP AT BKW 36NM/PSK 10NM.

FDC 8/7533 ZTL FI/T AIRWAY ZTL. V16-136 PULASKI (PSK) VORTAC, VA R247/10NM TO STOVE INT, VA, PSK R247 UNUSEABLE.

FDC 8/7532 ZTL FI/T AIRWAY ZTL, ZDC. V37 PULASKI (PSK) VORTAC, VA R021/10NM TO FRETT INT, VA, PSK R021 UNUSEABLE.

FDC 8/7529 ZTL FI/T AIRWAY ZTL, ZID. V45 PULASKI (PSK) VORTAC, VA TO BLUEFIELD (BLF) VORTAC, WV, ADD CHANGEOVER POINT AT PSK 10NM/BLF 17NM.

FDC 8/7528 ZTL FI/T AIRWAY ZTL. V37 PULASKI (PSK) VORTAC, VA R192/10NM TO COP, PSK R192 UNUSEABLE.

FDC 8/7527 ZTL FI/T AIRWAY ZTL. V466 PULASKI (PSK) VORTAC, VA R263/10NM TO DORFF INT, VA, PSK R263 UNUSEABLE.

FDC 8/7526 ZTL FI/T AIRWAY ZTL. V45 PULASKI (PSK) VORTAC, VA R153/10NM TO FREON INT, NC, PSK R153 UNUSEABLE.

FDC 8/6823 ZTL VA..FI/T AIRWAY ZTL ZDC. V136-470 PULASKI /PSK/ VORTAC, VA TO TABER INT, VA PSK R-100 UNUSEABLE.

FDC 8/1235 ZTL AL..FI/T AIRWAY ZTL ZME. V541 GADSDEN /GAD/ VOR/DME, AL TO HOBBI INT, AL MOCA 2800.

FDC 7/7099 ZTL GA.. FI/T AIRWAY ZTL. V70 VIENNA / VNA/ VORTAC GA TO OCONE INT GA MOCA 2000.

FDC 7/6138 ZTL FI/T AIRWAY ZTL,ZDC. V-37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

FDC 7/0655 ZTL FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG /LYH/ VORTAC, VA TO COLZI INT, NC LYH R-230 UNSABLE.

FDC 6/5521 ZTL FI/T AIRWAY ZTL ZDC ZJX. V-03 TOWEY INT(NC) TO SDZ VORTAC NC MEA 8000. V-66 RICHE INT, SC TO SDZ VORTAC NC; MEA 8000. V-155 LILLS INT, NC TO SDZ VORTAC NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME)BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

BOSTON ARTCC

FDC 9/0088 ZBW CT FI/T AIRWAY ZBW. V374 KURTY INT, CT TO GROTON (TMU) VOR/DME, CT MOCA NA.

FDC 9/0087 ZBW CT FI/T AIRWAY ZBW. V188 SEALL INT, CT TO GROTON (TMU) VOR/DME, CT MOCA NA.

FDC 9/0085 ZBW FI/T AIRWAY ZBW. V451 CREAM INT, NY TO GROTON (TMU) VOR/DME, CT MEA 6000.

FDC 8/9018 ZBW CT FI/T AIRWAY ZBW ZNY. J42 HARTFORD (HFD) VOR/DME, CT R072 TO PUTNAM (PUT) VOR/DME, CT UNUSABLE. J42 HARTFORD (HFD) VOR/DME, CT R249 TO DOGLEG UNUSABLE.

FDC 8/8369 ZBW NY FI/T AIRWAY ZBW. V72 OXFOR INT, NY, TO ROCKDALE (RKA) VOR/DME, NY; GEORGETOWN (GGT) VORTAC, NY R-163 UNUSABLE AT OXFOR INT, USE HANCOCK (HNK) VOR/DME, NY R-344.

FDC 8/7705 ZBW FI/T AIRWAY ZBW ZNY. V99 LA GUARDIA (LGA) VOR/DME, NY TO OUTTE INT, CT MEA 4500. V99 OUTTE INT, CT TO SORRY INT, CT MEA 10000.

FDC 8/5920 ZBW NH FI/T AIRWAY ZBW. V151 UNKER INT, NH MRA 6000.

FDC 8/4712 ZBW NY FI/T AIRWAY ZOB ZBW. J522 KLOPS, NY DME FIX TO ROCHESTER (ROC) VORTAC, NY VIA ROC R-309, THEN VIA ROC R-129 TO EXTOL, NY INT. COP AT EXTOL.

FDC 8/3435 ZBW FI/T AIRWAY ZBW. V196 BECKS INT, NY, MRA 10000.

FDC 8/3203 ZBW NY. FI/T AIRWAY ZBW. V123 CAMBRIDGE (CAM) VOR/DME, NY TO GLENS FALLS (GFL) VORTAC, NY MEA 4500. MCA CAM VOR/DME 4500 NORTHBOUND.

FDC 7/7994 ZBW NY. FI/T AIRWAY ZNY ZBW. J42 FROM LAURN INT NY. TO LA GUARDIA (LGA) VOR/DME NY. TO MARIO INT NY. LGA R-232 AND R-054 UNUSABLE.

FDC 7/1804 ZBW NY FI/T AIRWAY ZBW. V273 OXFOR INT TO GEORGETOWN (GGT) VORTAC NY GGT R-163 UNUSABLE.PITCH INT NY TO GGT MEA 5000.

FDC 6/0790 ZBW FI/T AIRWAY ZBW. V123-157 LA GUARDIA (LGA) VOR/DME NY TO FAMMA INT, NY MOCA 1600.

FDC 4/7072 ZBW NY FI/T AIRWAY ZBW. V29 WATERTOWN VORTAC, NY TO LETUS INT NY MOCA 1800.

CHICAGO ARTCC

NO NOTAMS

CLEVELAND ARTCC

FDC 8/4711 ZOB NY FI/T AIRWAY ZOB ZBW. J522 KLOPS, NY DME FIX TO ROCHESTER (ROC) VORTAC, NY VIA ROC R-309, THEN VIA ROC R-129 TO EXTOL, NY INT. COP AT EXTOL.

FDC 6/9330 ZOB PA FI/T AIRWAY ZOB. V33 BRADFORD (BFD) VOR/DME PA TO MIDPOINT COP R-006 UNUSABLE.

DENVER ARTCC

FDC 8/7981 ZDV FI/T AIRWAY ZDV ZLA. J76 LAS VEGAS (LAS) VORTAC, NV TO TUBA CITY (TBC) VORTAC, AZ NOT AUTHORIZED.

FDC 6/1034 ZDV FI/T AIRWAY ZDV ZLC. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME CO; MEA 25000.

FORT WORTH ARTCC

FDC 8/8720 ZFW TX FI/T AIRWAY ZFW...V568 MILLSAP (MQP) VORTAC, TX TO KARYN INT, TX MEA 3000. V568 KARYN INT, TX TO WICHITA FALLS (SPS) VORTAC, TX MEA 3100.

FDC 8/8719 ZFW TX, FI/T AIRWAY ZFW...V355 BOWIE (UKW) VORTAC, TX TO HUNKI INT, TX MEA 3000. V355 HUNKI INT, TX TO WICHITA FALLS (SPS) VORTAC, TX MEA 3100.

FDC 8/8477 ZFW TX FI/T AIRWAY ZFW...V68 MIDLAND (MAF) VORTAC, TX TO JOKES INT, TX MEA 4500.

FDC 8/8303 ZFW TX FI/T AIRWAY ZFW...V278 GUTHRIE (GTH) VORTAC TX TO POSTE INT TX...NON-DME OR RNAV EQUIPPED ACFT MEA 4500.

FDC 8/7590 ZFW FI/T CORRECT IFR ENROUTE LOW ALTITUDE L-13D, DATED 8 OCT 1998. cHANGE RADIAL FROM SULPHUR SPRINGS (SLR) VORTAC TO ROCKK FIX TO READ 203 VICE 202; DELETE 58 DME.

FDC 8/5404 /ZFW/ FI/T AIRWAY ZFW...V583 PARIS (PRX) VOR/DME, TX TO MCALESTER (MLC) VORTAC, OK: MEA 3000.

FDC 8/5401 /ZFW/ FI/T AIRWAY ZFW ZAB...V272-440 SAYRE (SYO) VORTAC, OK TO BRISC INT, TX: MOCA 4300.

FDC 7/6921 /ZFW/ FI/T AIRWAY ZFW...V566 KNELT INT, LA TO COVEX INT, LA: MOCA 1800.

FDC 7/4544 ZFW FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

FDC 7/4383 ZFW FI/T AIRWAY ZFW ZME. V397 MONROE /MLU/ VORTAC , LA TO RUTTS INT MS MEA 6000. V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

FDC 7/4381 ZFW FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

FDC 7/4351 ZFW FI/T AIRWAY AR/LA ZFW. V13 BETWEEN BELCHER VORTAC, LA /EIC/ AND TEXARKANA VORTAC, AR /TXK/ IDDAS INT MRA 3000.

FDC 7/4327 ZFW OK FI/T AIRWAY ZFW. V272 BETWEEN MC ALESTER (MLC) VORTAC AND WILL ROGERS (IRW) VORTAC MEA BETWEEN MINGG INT AND HOLLE INT 4700.

FDC 7/3229 ZFW FI/T AIRWAY ZFW ZHU. V194 COLLEGE STATION (CLL VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

FDC 2/7230 ZFW FI/T AIRWAY ZFW. V18 DME FROM MONROE (MLU) VORTAC, LA AT WEBBY INT, LA. UNUSABLE.

HONOLULU CERAP

FDC 8/1573 /ZHN/ FI/T AIRWAY ZHN. V2 HONOLULU / HNL/ VORTAC HI TO LANAI (LNY) VORTAC HI, V6 PLUMB INT HI TO BLUSH INT HI, V6-22 MAUI (OGG) VORTAC HI TO PLUMB INT HI, V12-13 KOKO HEAD (CKH) VORTAC HI TO SHARK INT HI, V16-21 ALANA INT HI TO LANAI (LNY) VORTAC HI, V20 HONOLULU (HNL) VORTAC HI TO JULLE INT HI...DME REQUIRED.

FDC 7/8221 ZHN HI...FI/T AIRWAY ZHN. V12 FROM MAGGI INT HI TO SHARK INT HI, MEA 16000.

FDC 7/7114 ZHN HI...FI/T AIRWAY ZHN. V1-2 HARPO INT, HI TO MAKEN INT, HI; V8 BLUSH INT, HI TO FISHE INT, HI; V21 BISEN INT, HI TO OSTAH INT, HI...RNAV EQUIPPED ACFT ONLY.

FDC 7/7113 ZHN HI...FI/T AIRWAY ZHN. R577 ALICA INT, HI TO EBBER INT, HI, R578 PUMIC INT, HI TO FITES INT, HI...RNAV EQUIPPED ACFT ONLY.

FDC 7/7112 ZHN HI...FI/T AIRWAY ZHN. V1 MAKEN INT, HI TO ROWIN INT, HI; V1-7 KONA (IAI) VORTAC, HI TO ROWIN INT, HI; V2-15-16 HILO (ITO) VORTAC, HI TO PUMIC INT HI; V2-21 PULPS INT, HI TO DEREC INT, HI; V3 MYNAH INT, HI TO VELLA INT, HI; V11 MAUI (OGG) VORTAC, HI TO SWEEP INT, HI; V12 MAGGI INT, HI TO SHARK INT, HI; V15-22 MAUI (OGG) VORTAC, HI TO RABAT INT, HI; V21 FUNKI INT, HI TO BESEN INT, HI; V22 HILO (ITO) VORTAC, HI TO BARBY INT, HI; V25 COOKE INT, HI TO BASSY INT, HI...DME REQUIRED.

FDC 7/7109 ZHN HI...FI/T AIRWAY ZHN. R577 MAUI (OGG) VORTAC, HI TO ALICA INT, HI...DME REQUIRED.

HOUSTON ARTCC

FDC 9/0727 ZHU TX FI/T AIRWAY ZHU, V17 SAN ANTONIO (SAT) VORTAC, TX TO CENTEX (CWK) VORTAC, TX...MOCA 3100.

FDC 8/8491 ZHU TX FI/T AIRWAY ZHU. V68 SAN ANTONIO (SAT) VORTAC, TX TO MARCS INT TX...ADD MRA AT BRAUN INT TX 3300.

FDC 8/8490 ZHU TX FI/T AIRWAY ZHU. V550 SAN ANTONIO (SAT) VORTAC, TX TO CENTEX (CWK) VORTAC, TX...ADD MRA AT PINCH INT TX 3300.

FDC 8/6588 /ZHU/ TX/LA FI/T AIRWAY ZHU...V194 SABINE PASS (SBI) VORTAC TX TO LAFAYETTE (LFT) VORTAC LA NON-DME OR NON-RNAV EQUIPPED ACFT MEA 4000.

FDC 7/7768 /ZHU/ FI/T AIRWAY, TX...V13 HUMBLE (IAH) VORTAC, TX TO CLEEP INT, TX MEA 3000.

FDC 7/7743 /ZHU/ FI/T AIRWAY, TX...V306 DAISETTA (DAS) VORTAC, TX TO CLEEP INT, TX, MEA 3000.

FDC 7/3556 ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN GUADA INT, TX AND STONEWLL (STV) VORTAC, TX...MOCA 3400.

FDC 7/3228 ZHU FI/T AIRWAY ZHU ZFW. V194 COLLEGE STATION (CLL) VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

FDC 7/2410 ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN SAN ANTONIO/SAT/VORTAC, TX AND GUADA INT, TX MOCA 2700.

FDC 7/0149 ZHU FI/T AIRWAY ZHU. V70-194 LAFAYETTE /LFT/ VORTAC LA TO BATON ROUGE /BTR/ VORTAC LA MEA 2000.

A0035/96 NOTAMR A0034/96 ZHU FI/T AIRWAUS ZHU. ATS ROUTE FROM LEEVILLE (LEV) LA TO BUFFI, OG INTERSECTION; MEA NOT FLIGHT CHECKED.ATS ROUTE A766 FROM SABINE PASS (SBI) TX TO KLAMS, OG INTERSECTION; MEA NOT FLIGHT CHECKED.

FDC 4/5265 ZHU TX. FI/T AIRWAYS ZHU. V13 HRL VOR/DME TX TO OPULL INT TX MEA 5000. V17 BRO VORTAC TX TO HRL VOR/DME TX MEA 8000 WHEN USING HRL VOR/DME TX. V70 BRO VORTAC TX TO JIMIE INT TX... HRL VOR/DME TX R-024 UNSBL BLO 5000 AT RAYMO INT TX.

INDIANAPOLIS ARTCC

FDC 9/0260 ZID FI/T AIRWAY ZID. V12 WORKE INT IN TO OZMOE INT IN MOCA 2600

FDC 8/7672 ZID FI/T AIRWAY ZID. V243 RENRO INT, KY TO HUNTINGBURG VOR/DME IN MOCA 2100.

FDC 8/7654 ZID FI/T AIRWAY ZID. V133 CHARLESTON/ HVQ/ VORTAC, WV TO LIVES INT, WV MEA 3000.

FDC 8/7551 ZID FI/T AIRWAY ZTL, ZID. V59 PULASKI/ PSK/ VORTAC, VA TO BECKLEY/BKW/ VORTAC, WV, COP AT BKW 36NM/PSK 10NM.

FDC 8/7530 ZID FI/T AIRWAY ZTL, ZID. V45 PULASKI/ PSK/ VORTAC, VA TO BLUEFIELD/BLF/ VORTAC, WV, ADD COP AT PSK 10NM/BLF 17NM.

FDC 8/1657 ZID FI/T AIRWAY ZID. V512 LOUISVILLE / IIU/ VORTAC, KY TO CLEGG INT, KY R-080 MEA 10000.

FDC 8/1656 ZID FI/T AIRWAY ZID. V5 LOUISVILLE /IIU/ VORTAC, KY TO NERVE INT, IN MEA 10000.

FDC 8/1655 ZID FI/T AIRWAY ZID. V51 LOUISVILLE /IIU/ VORTAC, KY TO NABB /ABB/ VORTAC, IN MEA 10000.

FDC 8/1654 ZID FI/T AIRWAY ZID. V53 LOUISVILLE /IIU/ VORTAC, KY TO HOUSE INT, IN MEA 10000.

FDC 8/1653 ZID FI/T AIRWAY ZID. V171 LOUISVILLE / IIU/ VORTAC, KY TO SCOTO INT, IN MEA 10000.

FDC 7/2038 FI/T AIRWAY ZID. V45 HENDERSON (HNN) VORTAC, WV TO BREMN INT, OH MEA 10000. V45 BREMN INT, OH TO APPLETON (APE) VORTAC, OH MEA 3000.

FDC 6/1058 ZID KY FI/T AIRWAY ZID. V4-53 LOUISVILLE /IIU/VORTAC, KY TO LEXINGTON /HYK/ VORTAC, KY FEDRA INT, KY; DME ONLY.

JACKSONVILLE ARTCC

FDC 7/0772 ZJX FI/T AIRWAY ZJX ZDC. V1 CHARLESTON /CHS/ VORTAC SC TO GRAND STRAND /CRE/ VORTAC SC--INLET /DME FIX,SC AND PLANN INT/DME FIX,SC - DME FIXES ONLY. V1 GRAND STRAND /CRE/ VORTAC SC TO KINSTON /ISO/ VORTAC NC-- ASHES INT NC - MRA 3000. V136 GRAND STRAND /CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC -- HICKE INT NC - MRA 3000. V437 CHARLESTON /CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC -- WESEL INT SC TO FLO VORTAC - MEA 4000.

FDC 6/9429 ZJX FI/T AIRWAY ZJX. V1 GRAND STRAND /CRE/ VORTAC R-234 TO PLANN INT, 24 DME AND INLET INT 40 DME, DME ONLY.

FDC 6/5522 ZJX FI/T AIRWAY ZJX,ZDC,ZTL. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V66 RICHE INT, SC TO SDZ VORTAC (NC); MEA 8000. V-155 LILLS INT NC TO SDZ; VORTAC (NC) MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC, WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN IS DME ONLY (CLT 26 DME) BELOW 8000.

FDC 5/6620 ZJX GA FI/T AIRWAY ZJX. LOTTS INT V157, /AMG/ 035 DEG RDL/058 DME, /SAV/ 287 DEG RDL/039 DME ; /AMG/ 58 DME UNUSABLE.

KANSAS CITY ARTCC

FDC 8/2823 ZKC FI/T AIRWAY ZME ZKC. J45 DENNI INT, IL TO TINGS INT, KY: IDENTIFY ROUTE FROM BNA VORTAC R-315. DENNI INT/BNA 132 DME; TINGS INT/ BNA 103 DME AT FL180 AND ABOVE. CHANGE OVER POINT: BNA 132 DME.

FDC 8/1686 /ZKC/ FI/T AIRWAY ZKC. J151 FARMINGTON (FAM) VORTAC, MO TO CANDU FIX, TN FAM R-138 UNUSABLE.

FDC 8/0674 /ZKC/ FI/T AIRWAY ZKC. V63 HALLSVILLE (HLV) VORTAC,MO TO GIBSN MEA 3000.

FDC 7/6671 /ZKC/ FI/T AIRWAY ZKC. V502 HOOZE INT, KS TO EMPORIA (EMP) VORTAC, KS MEA 3500.

LOS ANGELES ARTCC

FDC 8/7980 ZLA FI/T AIRWAY ZLA, ZDV. J76 LAS VEGAS /LAS/ VORTAC, NV TO TUBA CITY /TBC/ VORTAC, AZ NOT AUTHORIZED.

FDC 8/1666 ZLA FI/T AIRWAY ZLA ZOA. V25 SAN MARCUS /RZS/ VORTAC, CA TO POZOE INT, CA MEA 9500. POZOE INT, CA TO PASO ROBLES /PRB/ VORTAC, CA MEA 7000.

MEMPHIS ARTCC

FDC 8/8839 ZME AR FI/T AIRWAY ZME. FORT SMITH (FSM) VORTAC AR TO BLURB INT AR...FSM R-126 UNUSABLE.

FDC 8/2822 ZME FI/T AIRWAY ZME ZKC. J45 DENNI INT, IL TO TINGS INT, KY: IDENTIFY ROUTE FROM BNA VORTAC R-315. DENNI INT/BNA 132 DME; TINGS INT/ BNA 103 DME AT FL180 AND ABOVE. CHANGE OVER POINT: BNA 132 DME.

FDC 8/1687 /ZME/ FI/T AIRWAY ZME. J151 FARMINGTON (FAM) VORTAC, MO TO CANDU FIX, TN FAM R-138 UNUSABLE.

FDC 8/1234 ZME FI/T AIRWAY ZTL ZME. V541 GADSDEN /GAD/ VOR/DME, AL TO HOBBI INT, AL MOCA 2800.

FDC 7/4545 ZME FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

FDC 7/4384 ZME FI/T AIRWAY ZME ZFW. V397 MONROE /MLU/ VORTAC, LA TO RUTTS INT, MS MEA 6000.

V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

FDC 7/4382 ZME FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

FDC 7/4317 ZME AR FI/T AIRWAY ZME. V534 DRANO INT MRA 3000.

FDC 7/4316 ZME AR FI/T AIRWAY ZME. V303-532 BARBI INT MRA 3000.

FDC 7/0513 ZME MS FI/T AIRWAY ZME. V455 SOSOE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V194 MIZZE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V18 BAETT INT, MS TO CONEE INT, MS MEA 4000. V9 BERRA INT, MS DME ONLY. V555 VAHNS INT, MS DME ONLY.

MIAMI ARTCC

FDC 7/7161 ZMA FL..FI/T AIRWAY ZMA. V521 LEE COUNTY /RSW/ VORTAC FL TO QUNCY INT FL MOCA 2500.

MINNEAPOLIS ARTCC

FDC 8/6197 ZMP MI FI/T AIRWAY ZMP. V133 TRAVERSE CITY VORTAC, MI (TVC) TO WHIPP INT, MI MOCA 2700.

FDC 8/5156 ZMP ND FI/T AIRWAY ZMP. V491 DICKINSON (DIK) VORTAC, ND TO MINOT (MOT) VORTAC, ND MOCA 4300.

FDC 8/4776 ZMP WI FI/T AIRWAY ZMP. V55 EAU CLAIRE (EAU) VORTAC, WI TO BELOGO INT, WI NA.

FDC 8/2703 ZMP FI/T AIRWAY, ZMP. V13 FARMINGTON (FGT) VORTAC, MN TO CINCI INT, MN MEA 5500 MOCA 3400.

FDC 8/2648 ZMP FI/T AIRWAY, ZMP. V413-510 GOPHER (GEP) VORTAC, MN ADD MRA FLAG AT WAGNR INT 5500.

FDC 7/2207 ZMP FI/T AIRWAY ZMP. V148 HAYWARD / HYR/ VOR/DME WI R057 TO MID POINT MEA 10000. R235 TO COP MEA 10000.

FDC 7/2206 ZMP FI/T AIRWAY ZMP. V345 HAYWARD / HYR/ VOR/DME WI TO GRASS INT WI MEA 10000. R178 TO COP MEA 10000.

FDC 7/2205 ZMP FI/T AIRWAY ZMP. V177 HAYWARD / HYR/ VOR/DME WI: R128 TO COP MEA 10000. R324 TO COP MEA 10000.

FDC 7/0978 ZMP FI/T AIRWAY ZMP. V215 WHITE CLOUD, MI VORTAC /HIC/ TO GAYLORD, MI VOR/DME /GLR/ ADD CHANGEOVER POINT AT HIC 40 NM/GLR 57 NM.

NEW YORK ARTCC

FDC 9/0633 ZNY FI/T AIRWAY ZNY. V6 ALLENTOWN (FJC) VORTAC, PA TO SOLBERG (SBJ) VOR/DME, NJ FJC R-115 UNUSABLE.

FDC 9/0202 ZNY NJ FI/T AIRWAY ZNY. V184 FROM PANZE INT, NJ TO FALON INT, NJ MEA 4500, FALON TO ZIGGI INT, NJ MEA 2500.

FDC 8/9019 ZNY CT FI/T AIRWAY ZBW ZNY. J42 HARTFORD (HFD) VOR/DME, CT R072 TO PUTNAM (PUT) VOR/DME, CT UNUSABLE. J42 HARTFORD (HFD) VOR/DME, CT R249 TO DOGLEG USUSABLE.

FDC 8/7704 ZNY FI/T AIRWAY ZNY ZBW. V99 LA GUARDIA (LGA) VOR/DME, NY TO OUTTE INT, CT MEA 4500. V99 OUTTE INT, CT TO SORRY INT, CT MEA 10000.

FDC 7/7993 ZNY NY FI/T AIRWAY ZNY ZBW. J42 FROM LAURN INT NY. TO LA GUARDIA (LGA) VOR/DME NY. TO MARIO INT NY. LGA R-232 AND LGA R-054 UNUSABLE.

FDC 7/4793 ZNY FI/T AIRWAY ZNY, V149 ALLENTOWN (FJC) VORTAC, PA TO MAZIE INT, PA, FJC R-157 UNUSABLE.

FDC 7/0652 ZNY PA. FI/T AIRWAY ZNY. V184 HARRISBURG (HAR) VORTAC, PA. TO DELRO INT, PA. HAR R-145 UNUSABLE.

FDC 7/0651 ZNY FI/T AIRWAY ZNY. V162 HYPER INT, MD. TO HARRISBURG (HAR) VORTAC, PA. HAR R-201 UNUSABLE.

FDC 6/0791 ZNY FI/T AIRWAY ZNY. V123-157 LA GUARDIA (LGA) VOR/DME TO FAMMA INT, NY MOCA 1600.

OAKLAND ARTCC

FDC 8/1667 ZOA FI/T AIRWAY ZLA ZOA. V25 SAN MARCUS /RZS/ VORTAC, CA TO POZOE INT, CA MEA 9500. POZOE INT, CA TO PASO ROBLES /PRB/ VORTAC, CA MEA 7000.

FDC 4/2590 ZOA FI/T AIRWAY ZOA, NV. V165 MUSTANG (FMG) VORTAC, NV TO PYRAM INT, NV MOCA 10000.

SALT LAKE CITY ARTCC

FDC 8/8415 ZLC FI/T AIRWAY ZLC ZLA. V208 TUBA CITY /TBC/ VORTAC, AZ TO PAGE /PGA/ VOR/DME, AZ V208 TO HANKSVILLE /HVE/ VORTAC, UT. TBC TO PGA: TBC R-335 AND PGA R-157. PGA TO HVE: PGA R-009 AND HVE R-187.

FDC 8/8413 ZLC FI/T AIRWAY ZLC ZLA. V293 GRAND CANYON /GCN/ VOR/DME, AZ TO PAGE /PGA/ VOR/DME, AZ. V293 TO CABER INT, UT. KLIFF INT, AZ AND V293: PGA R-197/67.1 CABER INT, UT: PGA R-327/29.6.

FDC 8/7829 ZLC FI/T AIRWAY ZLC. V382 NOTHEAST OF BRYCE CANYON /BCE/, UT UNUSABLE BEYOND 87 NM TO BONHO INT.

FDC 7/4861 ZLC FI/T AIRWAY ID/UT ZLC. J12-15 TWIN FALLS /TWF/ VORTAC, ID TO SALT LAKE CITY /SLC/ VORTAC, UT MEA 22000.

FDC 7/4860 ZLC FI/T AIRWAY ID/UT ZLC. V484 DRYAD INT, ID TO SWITZ INT, UT NA.

FDC 7/4637 ZLC FI/T AIRWAY ZLC. V465 DUNOIR (DNW) VOR/DME WY TO REDLO INT MT MEA 17000 COP 45 NM.

FDC 6/1033 ZLC FI/T AIRWAY ZLC ZDV. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME, CO; MEA 25000.

SAN JUAN CERAP

NO NOTAMS

SEATTLE ARTCC

FDC 7/5141 ZSE FI/T AIRWAY ZSE. WHEN BATTLEGROUND/BTG/VORTAC OUT OF SERVICE; V-165 NEWBERG VORTAC OR. TO WINLO INT WA. NON-DME/RNAV EQUIPPED AIRCRAFT MEA 6000.V-500 NEWBERG VORTAC OR. TO HARZL INT OR. EASTBOUND MEA 10000 WESTBOUND DME REQUI-

RED.V1-165 NEWBERG VORTAC OR TO DESCHUTES OR. NORTHWESTBOUND DME REQUIRED, SOUTHEASTBOUND MEA 12500. V-182 NEWBERG VORTAC OR TO OSWEG INT OR. NA.

WASHINGTON ARTCC

FDC 9/0581 ZDC VA..FI/T AIRWAY ZTL ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO CEROL INT, VA MOCA NA.

FDC 8/7572 ZDC VA..FI/T AIRWAY ZTL ZDC. V16 PULASKI (PSK) VORTAC, VA TO ROANOKE (ROA) VORTAC, VA ADD CHANGEOVER POINT AT PSK 10NM/ROA 24NM.

FDC 8/7531 ZDC FI/T AIRWAY ZTL, ZDC. V37 PULASKI (PSK) VORTAC, VA R021/10NM TO FRETT INT, VA, PSK R021 UNUSEABLE.

FDC 8/6824 ZDC VA..FI/T AIRWAY ZTL ZDC. V136-470 PULASKI /PSK/ VORTAC, VA TO TABER INT, VA PSK R-100 UNSABLE,

FDC 8/6745 ZDC NC..FI/T AIRWAY ZDC. V296 WILMINGTON /ILM/ VORTAC NC TO GANDS INT NC MEA 5000; YOAST INT NC MRA 5000; URRIE INT NC MRA 5000.

FDC 7/6137 ZDC FI/T AIRWAY ZDC,ZTL. V37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

FDC 7/2052 ZDC FI/T AIRWAY ZDC. V296 GANDS INT MRA 3000.

FDC 7/0773 ZDC FI/T AIRWAY ZDC ZJX. V1 CHARLESTON /CHS/VORTAC SC TO GRAND STRAND /CRE/ VORTAC SC-INLET INT/DME FIX, SC AND PLANN INT/DME FIX SC- DME FIXES ONLY V1 GRAND STRAND /CRE/ VORTAC SC TO KINSTON /ISO/VORTAC NC-ASHES INT NC-MRA 3000. V136 GRAND STRAND /CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC- HICKE INT NC-MRA 3000. V437 CHARLESTON /CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC-WESEL INT SC TO FLO VORTAC- MEA 4000.

FDC 7/0654 ZDC FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG (LYH) VORTAC, VA. TO COLZI INT, NC. LYH R-230 UNUSABLE.

FDC 6/5520 ZDC FI/T AIRWAY ZDC ZTL ZJX. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V-66 RICHE INT, SC TO SDZ VORTAC, NC MEA; 8000. V-155 LILLS INT, NC TO SDZ VORTAC, NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

Part 1.

Section 2.

FDC

AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS

Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

ALABAMA

BIRMINGHAM

Birmingham

FDC 9/0084 /BHM/ FI/P BIRMINGHAM INTL, BIRMINGHAM, AL. RADAR-1, AMDT 19...S-18 MDA 1260/HAT 616 ALL CATS, VIS CAT C 1 3/4, CAT D 2. THIS IS RADAR-1, AMDT 19A.

HALEYVILLE

Posey Field

FDC 4/6193 /1M4/ FI/T POSEY FIELD, HALEYVILLE, AL. VOR/DME RWY 18 AMDT 3A...PROC NA.

HUNTSVILLE

Huntsville Intl-Carl T. Jones Field

FDC 9/0503 /HSV/ FI/T HUNTSVILLE INTL, CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN. VOR OR GPS-A, AMDT 2...CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. NDB OR GPS RWY 18R, AMDT 2...KITTZ FIX MINIMUMS: S-18R: MDA 1240/HAT 610, VIS CAT C RVR 6000, CAT D 1 3/4, CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. ILS RWY 18R, AMDT 2...S-ILS 18R: DH 971/HAT 341. VIS RVR 4000 ALL CATS. CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4, CAT E 2 1/4. ILS RWY 36L, AMDT 2...S-ILS 36L: DH 830/HAT 208. CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4, CAT E 2 1/4. ILS RWY 18L, AMDT 2A...S-ILS 18L: DH 936/HAT 326. VIS 1 ALL CATS. S-LOC 18L: VIS 1 CATS A/B/C. RADAR-1, AMDT 8...CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. TEMP CRANE 954 MSL 1988 FT SE OF RWY 18R.

FDC 9/0203 /HSV/ FI/P HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. ILS RWY 18L AMDT 2...DELETE FROM PLANVIEW: CWH 090 DEGREE LEAD BEARING. THIS IS ILS RWY 18L AMDT 2A.

FDC 8/5831 /HSV/ FI/T HUNTSVILLE INTL-CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN. HI-ILS RWY 18R...S-ILS 18R - DH 971/HAT 341. VIS RVR 4000 ALL CATS. CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. HI-ILS RWY 36L...S-ILS 36L - DH 830/HAT 208. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. HI-TACAN-A...CIRCLING MDA 1260/HAA 630 ALL CATS VIS CAT C 1 3/4. CAT E 2 1/4. TEMP CRANE 954 MSL 1988 FT SE OF RWY 18R.

MONTGOMERY

Montgomery Rgnl (Dannelly Field)

FDC 9/0353 /MGM/ FI/P MONTGOMERY REGIONAL(DANNELLY FIELD), MONTGOMERY, AL. ILS RWY 28, AMDT 8B...AUTOPILOT COUPLED APPROACH NA BELOW 842 MSL. THIS IS ILS RWY 28, AMDT 8C.

FDC 7/4474 /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. HI-TACAN-A...MISSED APPROACH: CLIMB TO 2000 DIRECT MGM VORTAC. CONTINUE CLIMB TO 2300 VIA MGM R-126 TO 10 DME THEN CONTINUE CLIMB TO 3500 VIA MGM R-126 TO SHADY INT.

ALASKA

AMBLER

Ambler

FDC 7/5655 /AFM/ FI/T AMBLER, AMBLER, AK. NDB RWY 36, AMDT 1A...4 DME STEPDOWN FIX, DME MNMS, AND VDP NA. S-36 MDA 1440/HAT 1151 ALL CATS. VIS CAT A 1-1/4; CAT B 1-1/2; CAT C 3. CIRCLING ALL CATS MDA 1440/HAA 1151. VIS CAT A 1-1/4; CAT B 1-1/2; CAT C 3.

ANCHORAGE

Anchorage Intl

FDC 8/9005 /ANC/ FI/P ANCHORAGE INTL, ANCHORAGE, AK. ILS RWY 14, AMDT 1...S-ILS 14 VIS RVR 4000. THIS IS ILS RWY 14, AMDT 1A.

FDC 8/9004 /ANC/ FI/P ANCHORAGE INTL, ANCHORAGE, AK. GPS RWY 14, AMDT 1...S-14 CATS A/B/C VIS RVR 4000, CAT D 6000. THIS IS GPS RWY 14, AMDT 1A.

Merrill Field

FDC 8/7836 /MRI/ FI/P MERRILL FIELD, ANCHORAGE, AK. GPS-A ORIG...CHANGE NOTE TO READ 'PROCEDURE NA AT NIGHT UNLESS REILS AVAILABLE.' THIS IS GPS-A, ORIG-A.

BARROW

Wiley Post-Will Rogers Memorial

FDC 8/6537 /BRW/ FI/T WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. LOC/DME BC RWY 24, AMDT 2A...ADD NOTE TO PROFILE VIEW: DISREGARD GLIDE SLOPE INDICATIONS.

FAIRBANKS

Fairbanks Intl

FDC 8/5342 /FAI/ FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS RWY 19R, AMDT 20A...S-LOC 19R MDA 1400/HAT 966 ALL CATS. VIS CAT A 4000, CAT B 5000, CAT C-E 1 1/2. CIRCLING MDA 1400/HAA 966 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C-E 3. RADAR FIX MINIMA: S-LOC 19R MDA 780/HAT 346 ALL CATS. 3 NM RADAR FIX MINIMUM ALTITUDE 1400. MINIMUM ALTITUDE AT FOX NDB 3800. DISREGARD NOTE: GLIDE SLOPE UNUSABLE ABOVE 2500. DISREGARD: S-LOC VSBY NOTE, INOP TABLE APPLIES TO LOCALIZER MINIMUMS. ALT MNMS: CATEGORY A, B 1000-2, CAT C-E 1000-3.

FDC 5/6470 /FAI/ FI/T FAIRBANKS INTL, FAIRBANKS, AK. VOR OR TACAN RWY 19R ORIG...CHG NOTE FROM 'ADF OR DME RQRD' TO 'ADF RQRD'.

GAMBELL

Gambell

FDC 8/8117 /GAM/ FI/T GAMBELL, GAMBELL, AK. NDB/DME OR GPS RWY 34, AMDT 1. S-34 MDA ALL CATS 920/HAT 894. CAT C VIS 2-3/4, CAT D VIS 3. CIRCLING MDA ALL CATS 920/HAA 893. CAT C VIS 2-3/4, CAT D VIS 3. CHANGE IFR ALTN MNMS TO NDB/DME OR GPS RWY 34 - CATS A/B 900-2, CAT C 900 - 2 3/4, CAT D 900 - 3. TERMINAL ROUTE FROM ULL VOR/DME TO GAM NDB/DME NMN ALTITUDE 3700. TERMINAL ROUTE FROM GAM NDB/DME TO GAM 7 DME MNM

ALTITUDE 2800. PROC TURN COMPLETION ALTITUDE 2700. FINAL APPROACH FIX ALTITUDE 1900 ALSTG NOTE NA.

FDC 8/8115 /GAM/ FI/T GAMBELL, GAMBELL, AK. NDB OR GPS RWY 16, ORIG. S-16 MDA ALL CATS 980/HAT 953. CAT B VIS 1 1/2, CAT C VIS 3. CIRCLING MDA ALL CATS 980/HAA 953. CAT B VIS 1 1/2, CAT C VIS 3. CHANGE IFR ALTN MNMS TO NDB OR GPS RWY 16 - CAT A 1000 - 2, CAT B 1000 - 2, CATS C/D 1000 - 3. 3 DME STEPDOWN FIX, DME MNMS NA. TERMINAL ROUTE FROM ULL VOR/DME TO GAM NDB/DME MNM ALTITUDE 3700. PROC TURN COMPLETION ALTITUDE 1800. MISSED APPROACH: CLIMBING RIGHT TURN TO 3000 IN GAM NDB/DME HOLDING PATTERN. ALSTG NOTE NA.

GUSTAVUS

Gustavus

FDC 7/1104 /GST/ FI/T GUSTAVUS, GUSTAVUS, AK. NDB OR GPS-A AMDT 3A...PROC NA.

HOMER

Homer

FDC 7/7110 /HOM/ FI/T HOMER, HOMER, AK. LOC/DME RWY 3, AMDT 8A...S-3 MDA 400/HAT 335, VIS 1-1/4 ALL CATS. CIRCLING CAT A MDA 480/HAA 402, VIS CAT A/B 1-1/4.

FDC 7/6884 /HOM/ FI/T HOMER, HOMER, AK. NDB OR GPS RWY 3, AMDT 2B...S-3 STRAIGHT IN MINIMUMS NOT AUTHORIZED.

KENAI

Kenai

FDC 8/6993 /ENA/ FI/T KENAI MUNI, KENAI, AK. ILS RWY 19R, AMDT 6A...ADD NOTE: DME REQUIRED.

KING SALMON

King Salmon

FDC 7/6957 /AKN/ FI/T KING SALMON, KING SALMON, AK. VOR/DME OR TACAN OR GPS RWY 29 AMDT 8...TERMINAL ROUTE OLLER/AKN R-205/15 TO AKN R-111/15 VIA 15 DME ARC AND PROCEDURE TURN NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

FDC 7/6956 /AKN/ FI/T KING SALMON, KING SALMON, AK. LOC/DME BC RWY 29, AMDT 1A. TERMINAL ROUTE OLLER/AKN R-205/15 TO AKN R-111/15 VIA 15 DME ARC NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

FDC 7/2615 /AKN/ FI/T KING SALMON, KING SALMON, AK. ILS RWY 11 AMDT 1...S-LOC 11: MDA 440/HAT 396 ALL CATS, VIS CAT E 1.

NOME

Nome

FDC 8/7842 /OME/ FI/P NOME, NOME, AK. GPS RWY 27, ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20. THIS IS GPS RWY 27, ORIG-A.

FDC 8/7831 /OME/ FI/T NOME, NOME, AK. NDB/DME-1 RWY 2, ORIG-C...STRAIGHT-IN MINIMUMS ALL CATS MDA 400/HAT 376. CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MINIMUMS CAT D 800-2 1/4.

FDC 8/7825 /OME/ FI/P NOME, NOME, AK. GPS RWY 9, ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20. THIS IS GPS RWY 9, ORIG-A.

FDC 8/7824 /OME/ FI/P NOME, NOME, AK. GPS RWY 2, ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 20. DELETE NOTE: S-2 MINIMUMS NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 2, ORIG-A.

FDC 8/7789 /OME/ FI/T NOME, NOME, AK. NDB RWY 27 ORIG-A...S-27 ALL CATS MDA 480/HAT 465. CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-21/4. PROC TURN COMPLETION MINIMUM ALT 2400. ADD NOTE: INOP TABLE DOES NOT APPLY TO CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE S-27 CAT C VIS TO RVR 6000.

FDC 8/7788 /OME/ FI/T NOME, NOME, AK. VOR RWY 27 ORIG-A...PROC TURN ENTRY ALTITUDE 2000. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMBING LEFT TURN TO 2200 DIRECT OME VORTAC AND HOLD. CIRCLING CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703 VIS 2 1/4. DME MNMS CIRCLING: CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4. ADD NOTE: DME MNMS FOR INOP MALSR INCREASE S-27 CATS C/D VIS TO RVR 6000.

FDC 8/7783 /OME/ FI/T NOME, NOME, AK. ILS-1 RWY 27 ORIG-A...CIRCLING CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703 VIS 2 1/4. LOC/DME MNMS: CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

FDC 8/7782 /OME/ FI/T NOME, NOME, AK. MLS RWY 9 ORIG...CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

FDC 8/7781 /OME/ FI/T NOME, NOME, AK. VOR/DME RWY 9 ORIG-B...CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

FDC 8/7775 /OME/ FI/T NOME, NOME, AK. ILS-2 RWY 27 ORIG-A...CIRCLING CAT C MDA 580/HAA 543 CAT D MDA 740/HAA 703, VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

FDC 8/7774 /OME/ FI/T NOME, NOME, AK. LOC/DME BC RWY 9 ORIG-A...CIRCLING CATS A/B MDA 520/HAA 483 CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2 1/4. ALTERNATE MNMS CAT D 800-2 1/4.

TANANA

Ralph M. Calhoun Memorial

FDC 8/7451 /TAL/ FI/T RALPH M. CALHOUN MEMORIAL, TANANA, AK. VOR/DME RWY 6, ORIG...S-6 MDA 760/HAT 534 ALL CATS. VIS CATS A/B 1, CAT C 1-1/2, CAT D 1-3/4. CIRCLING CATS A/B/C MDA 760/HAA 533, CAT D MDA 820/HAA 593, VIS CATS A/B 1, CAT C 1-1/2, CAT D 2.

FDC 7/7972 /TAL/ FI/T RALPH M CALHOUN MEMORIAL, TANANA, AK. VOR OR GPS-A, AMDT 6...CIRCLING CAT D MDA 820/HAA 593.

UNALASKA

Unalaska

FDC 9/0539 /DUT/ FI/P UNALASKA, UNALASKA, AK. DEPARTURE PROCEDURE. CORRECT U.S. TERMINAL PROCEDURES, ALASKA VOL. 1 OF 1, EFFECTIVE 0901Z 28 JAN 1999 TO 0901Z 25 MAR 1999, PAGE C5...DEPARTURE PROCEDURE SHOULD READ: MAINTAIN VISUAL FLIGHT UNTIL INTERCEPTING THE 355 BEARING FROM DUT NDB/DME AT 2 DME. CLIMB ON THE 355

BEARING FROM DUT TO 7000 THEN CLIMB ON COURSE.

VALDEZ

Valdez

FDC 5/4171 /VDZ/ FI/T VALDEZ, VALDEZ, AK. LDA/DME-C, AMDT 3A...LDA/DME-D, ORIG...LDA/DME-E, AMDT 3...LDA/DME-F, AMDT 3...TRANSITION FROM JOH VORTAC (IAF) NOPT TO I-VDZ 20 DME NOT AUTHORIZED.

YAKUTAT

Yakutat

FDC 9/0540 /YAK/ FI/P YAKUTAT, YAKUTAT, AK. VOR/DME RWY 11, ORIG...CORRECT U.S. TERMINAL PROCEDURES ALASKA VOL. 1 OF 1, EFFECTIVE 0901Z 28 JAN 1999 TO 0901Z 25 MAR 1999, PAGE 334...PLAN VIEW: YAK 17 DME ARC BETWEENLLMAR AND WORTT SHOULD READ YAK R-271 VERSUS YAK R-120.

ARIZONA

ALMYRA

Almyra Muni

FDC 7/0283 /M73/ FI/T ALMYRA MUNI, ALMYRA, AZ. VOR/DME OR GPS-A, AMDT 4B...PROC NA.

CHANDLER

Stellar Airpark

FDC 7/5953 /P19/ FI/T STELLAR AIRPARK, CHANDLER, AZ. VOR OR GPS-A AMDT 1...CIRCLING MDA CAT A 1600 HAA 425.

FLAGSTAFF

Flagstaff Pulliam

FDC 6/1202 /FLG/ FI/T FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. ILS/DME RWY 21 ORIG...TIME/DISTANCE TABLE NA.

FORT HUACHUCA/SIERRA VISTA

Libby AAF-Sierra Vista Muni

FDC 6/9444 /FHU/ FI/T LIBBY AAF-SIERRA VISTA MUNI, FORT HUACHUCA/SIERRA VISTA, AZ. NDB RWY 26 AMDT 2...S-26: CATS A/B MDA 5300, HAT 674, VIS 1, CAT C MDA 5300, HAT 674, VIS 2; CAT D MDA 5300, HAT 674, VIS 2 1/4. CIRCLING: CATS A/B MDA 5300, HAA 584, VIS 1. CAT C MDA 5300, HAA 584, VIS 2; CAT D MDA 5300, HAA 584, VIS 2 1/4. MSA TO DRAGOO NDB /DAO/ BRGS 280-100 10500. VOR OR GPS RWY 26 AMDT 2...ILS RWY 26 AMDT 1...MSA TO LIBBY TACAN /FHU/ R-280 CW TO R-100 10500.

GRAND CANYON

Grand Canyon National Park

FDC 7/3361 /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. VOR RWY 3 AMDT 4...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE 1. PROCEDURE NOT AUTHORIZED. 2. ALTERNATE MNMS NOT AUTHORIZED. IFR ALTN MNM: STANDARD EXPECT CAT D 800 2 1/4.

FDC 7/2778 /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. ILS/DME RWY 3 AMDT 3...DELETE NOTE WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. IFR ALTN MNMS: STANDARD, NA WHEN CONTROL TOWER CLOSED.

PARKER

Avi Suquilla

FDC 5/0794 /P20/ FI/T AVI SUQUILLA, PARKER, AZ. VOR/DME-A AMDT 2A...LOCAL ALTIMETER NOT AUTHORIZED. CHANGE NOTE TO READ: USE BLYTHE, CA ALSTG, WHEN NOT RECEIVED, PROC NOT AUTHORIZED.

PHOENIX

Phoenix Sky Harbor Intl

FDC 9/0232 /PHX/ FI/P PHOENIX SKY HARBOR INTL, PHOENIX, AZ. CORRECT U.S. TRML PROC SW VOL 1 OF 2 DATED 3 DEC 98, PAGE 339. LOC BC RWY 26L AMDT 9...CIRCLING MDA CAT D SHOULD READ 1880 VICE 1800.

FDC 8/9010 /PHX/ FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. IFR TKOF MMNMS AND DEP PROC AMDT 2...TKOF MNMS - RWY 26 L/R: 700-3 OR STANDARD WITH MNM CLIMB OF 300 FT PER NM TO 1900.

TUCSON

Ryan Field

FDC 8/2134 /RYN/ FI/T RYAN FIELD, TUCSON, AZ. IFR TKOF MNMS AND DEP PROCS...ADD RWY 6L/24R TKOF MNMS NA.

WINDOW ROCK

Window Rock

ASOS CMSND. FREQ TO BE CMSND AT A LATER DATE.(09/98)

WINSLOW

Winslow-Linbergh Regional

FDC 8/5611 /INW/ FI/T WINSLOW-LINBERGH REGIONAL, WINSLOW, AZ. VOR OR GPS RWY 11 AMDT 4...DME REQUIRED FOR NOPT ON TERMINAL ROUTE FRISY INT TO WINSLOW VORTAC.

YUMA

Yuma MCAS-Yuma Intl

FDC 9/0063 /YUM/ FI/T YUMA MCAS-YUMA INTL, YUMA, AZ. GPS RWY 21R ORIG...VOR/DME RNAV RWY 21R AMDT 4...STRAIGHT-IN MNMS NA.

FDC 8/1286 /YUM/ FI/T YUMA MCAS-YUMA INTL, YUMA, AZ. ILS RWY 21R AMDT 5...ADD NOTE: RADAR REQUIRED.

ARKANSAS

ALMYRA

Almrya Muni

FDC 7/0283 /M73/ FI/T ALMYRA MUNI, ALMYRA, AR. VOR/DME OR GPS-A, AMDT 4B...PROCEDURE NA.

BRINKLEY

Frank Federer Memorial

FDC 7/0292 /M36/ FI/T FRANK FEDERER MEMORIAL, BRINKLEY, AR. GPS RWY 20, ORIG-A...PROC NA.

CONWAY

Dennis F. Cantrell Field

FDC 9/0737 /M03/ FI/T DENNIS F. CANTRELL FIELD, CONWAY, AR. IFR TAKE-OFF MNMS AND DEPARTURE PROC...CHANGE ALL REFERENCE TO RWY 7-25 TO 8-26.

FDC 9/0703 /M03/ FI/P DENNIS F. CANTRELL FIELD, CONWAY, AR. GPS RWY 25, ORIG...CHANGE ALL REFERENCE TO RWY 7-25 TO RWY 8-26. TERMINAL ROUTE FROM DUMPI INT TO CUXXE WP: COURSE 293.58, DISTANCE 20.2. THIS IS GPS RWY 26, ORIG-A.

FORT SMITH

Fort Smith Regional

FDC 7/8068 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR 1, AMDT 7...HI-LOC BC RWY 7, AMDT 4...HI-VOR/DME OR TACAN RWY 7, AMDT 4...S-ASR 7 MDA 1160/HAT 691 ALL CATS. CIRCLING CATS A-D MDA 1160/HAA 691. CAT E MDA 1220/HAA 751 VIS 2 3/4.

FDC 7/8067 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-ILS RWY 25, AMDT 5...HI-VOR/DME OR TACAN RWY 25, AMDT 5...CIRCLING CAT E MDA 1220/HAA 751 VIS 2 3/4.

FDC 7/7211 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-VOR/DME OR TACAN RWY 25, AMDT 5...PGO R-359 NA. MISSED APPROACH INSTRUCTIONS: CLIMB TO 4000 VIA FSM R-232 TO SPIRO/15.00 DME AND HOLD.

FDC 7/6480 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR/DME OR TACAN OR GPS RWY 7, AMDT 10...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500. MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 DIRECT TO FSM VORTAC AND HOLD (TACAN AIRCRAFT CONTINUE TO 4000 VIA R-036 TO FIGGS 10 DME AND HOLD, NE, RIGHT TURN, 216 INBOUND.

FDC 7/6479 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR OR TACAN OR GPS RWY 25, AMDT 24...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500.

FDC 7/6478 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR-1, AMDT 7...ILS RWY 25, AMDT 20...LOC BC RWY 7, AMDT 9...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4.

FDC 7/4854 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. NDB RWY 25, AMDT 24. S-25 MDA 1140/HAT 695 ALL CATS. VIS CAT C 1-1/2, VIS CAT D 2. ALTERNATE MNMS: CAT C 800 2-1/4, CAT D 800 2-1/2.

LITTLE ROCK

Adams Field

FDC 9/0558 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. VOR/DME RNAV OR GPS RWY 22R, AMDT 10A...PROC NA.

FDC 9/0269 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS RWY 22R, ORIG...PROCEDURE NA.

FDC 9/0177 /LIT/ FI/P ADAMS FIELD, LITTLE ROCK, AR. CORRECT U.S. TERMINAL PROCEDURES, CHANGE NOTICE, DATED 31 DEC 1998, PAGE 44, VOR/DME RNAV RWY 22R, AMDT 11...PLAN VIEW: FERME WP LAT/LONG'S SHOULD READ N34 DEG 44.29 MIN W92 DEG 13.08 MIN, 113.9, LIT 327.9, 4.1 NM. ADD LASKY WP LAT/LONG'S SHOULD READ N34 DEG 40.16 MIN W92 DEG 18.36 MIN, 113.9, LIT 260.4, 6.2 NM.

FDC 9/0108 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. NDB RWY 22R, AMDT 7...NDB RWY 4L, AMDT 18...PROC NA.

FDC 9/0917 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. GPS RWY 22R, ORIG...PROC NA.

FDC 8/9146 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS RWY 22R, ORIG...VOR/DME RNAV RWY 22R, AMDT 11...GPS RWY 22R, ORIG...PROC NA.

FDC 8/9145 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. RADAR-1, AMDT 15A...S-22R MINIMUMS NA.

FDC 8/9144 /LIT/ FI/P ADAMS FIELD, LITTLE ROCK, AR. CORRECT U.S. TERMINAL PROCEDURES, CHANGE NOTICE, PAGE 45, DATED 31 DEC 1998, NDB RWY 22R, AMDT 7...ADD IN PROFILE VIEW: DECENT ANGLE 3.27/TCH 55. ADD IN PLAN VIEW: IAF AT SHERR INT.

MANILA

Manila Muni

FDC 8/0173 /MXA/ FI/T MANILA MUNI, MANILA, AR. GPS RWY 18, ORIG...PROC NA.

ROGERS

Rogers Muni-Carter Field

FDC 8/5541 /ROG/ FI/T ROGERS MUNI-CARTER FIELD, ROGERS, AR. VOR/DME RWY 19, AMDT 10...PROC NA.

RUSSELLVILLE

Russellville Regional

FDC 8/8677 /RUE/ FI/T RUSSELLVILLE REGIONAL, RUSSELLVILLE, AR. IFR TAKEOFF MININUMS...RWY 7, 500-1 1/2 OR STANDARD WITH MINIMUM CLIMB TO 420 FT PER NM TO 900. RWY 25, 1700-3 OR STANDARD WITH MINIMUM CLIMB OF 260 FT PER NM TO 2500.

CALIFORNIA

ALTURAS

Alturas Muni

FDC 5/4377 /O00/ FI/T ALTURAS MUNI, ALTURAS, CA. TKOF MNMS/IFR DEP PROC...ADD TKOF MNMS: RWY 31...STANDARD. RWYS 3, 21, 31...900-2 OR STANDARD WITH A MNM CLIMB OF 350 FT PER NM TO 5400.

APPLE VALLEY

Apple Valley

FDC 8/6116 /APV/ FI/T APPLE VALLEY, APPLE VALLEY, CA. IFR TKOF MNMS AND DEP PROCS, ORIG...TKOF MNMS: RWY 8, 18, 26, 36, NA.

BAKERSFIELD

Bakersfield Muni

FDC 6/1155 /L45/ FI/T BAKERSFIELD MUNI, BAKERSFIELD, CA. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE-OFF MINIMUMS...RWY 16 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 500.

Meadows Field

FDC 7/7431 /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. VOR OR GPS RWY 30R AMDT 7...S-30R MNMS NOT AUTHORIZED.

CARLSBAD

McClellan-Palomar

FDC 7/2772 /CRQ/ FI/T MCCLELLAN-PALOMAR, CARLSBAD, CA. VOR OR GPS-A AMDT 6...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE USE MIRAMAR ALSTG AND INCREASE ALL DME MNMS 80 FT. CHANGE IFR ALTN MNMS TO: CATS A/B 1000-2 CAT C 1000-3. NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

CHICO

Chico Muni

FDC 8/8592 /CIC/ FI/T CHICO MUNI, CHICO, CA. ILS RWY 13L AMDT 10...VOR/DME OR GPS RWY 13L AMDT 7...VOR/DME OR GPS RWY 31R ORIG-A...VOR RWY 13L AMDT 9...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE RED BLUFF (RBL) ALSTG. CHANGE ALL REFERENCE OF REDDING ALSTG TO RED BLUFF (RBL) ALSTG.

CHINO

Chino

FDC 8/7796 /CNO/ FI/T CHINO, CHINO, CA. VOR OR GPS-B AMDT 3...CIRCLING MDA 1480/HAA 830 ALL CATS, CAT B VIS 1 1/4, CAT C VIS 2 1/2, CAT D VIS 2 3/4.

FDC 6/9316 /CNO/ FI/T CHINO, CHINO, CA. ADD TKOF MNMS RWYS 08R AND 26L NA. DEP PROC: CHANGE ALL REFERENCES TO RWY 08/26 TO 08L/26R.

COLUMBIA

Columbia

FDC 7/6738 /O22/ FI/T COLUMBIA, COLUMBIA, CA. IFR DEP PROC NA.

CONCORD

Buchanan Field

FDC 7/4155 /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. NDB OR GPS RWY 19R, ORIG...S-19R: ALL CATS, MDA 1040/HAT 1020; VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING ALL CATS, MDA 1040/HAA 1017 VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CHANGE INOP TABLE NOTE TO READ: INOP TABLE DOES NOT APPLY.

FDC 7/2755 /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. LDA RWY 19R AMDT 7...VOR RWY 19R AMDT 12...NDB OR GPS RWY 19R ORIG...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED.

EL MONTE

El Monte

FDC 8/7802 /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR OR GPS-A AMDT 6...CHANGE ALL REFERENCES OF AZUSA INT/POM 6.5 DME TO SELAW INT/POM 6.3 DME. DME MNMS NA. MNM ALT 1260 AT POM 11.DME. CIRCLING CAT A/B MDA 1260/HAA 964. CAT A VIS 1 1/4, CAT B VIS 1 1/2. CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO INTL ALSTG AND INCREASE ALL MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: CAT A/B 1000-2. NA WHEN CONTROL TOWER CLOSED.

FDC 8/7800 /EMT/ FI/T EL MONTE, EL MONTE, CA. NDB OR GPS-C ORIG...CHANGE ALL REFERENCE OF AZUSA INT/POM 6.3 DME TO SELAW INT/POM 6.3 DME. CIRCLING CAT A/B MDA 1200/HAA 904, CAT A VIS 1 1/4, CAT B VIS 1 1/2. CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO INTL ALSTG AND INCREASE ALL MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: CAT A/B 1000-2. NA WHEN CONTROL TOWER CLOSED.

FDC 8/7798 /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR/DME OR GPS-B AMDT 2...ONTARIO ALSTG MNMS: CIRCLING CAT A/B MDA 1500/HAA 1204, CAT A VIS 1 1/4, CAT B VIS 1 1/2. CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO INTL ALSTG. CHANGE IFR ALTN MNMS TO: CAT A/B 1100-2 NA WHEN CONTROL TOWER CLOSED.

EUREKA

Murray Field

FDC 8/4043 /EKA/ FI/T MURRAY FIELD, EUREKA, CA. VOR/DME RNAV OR GPS RWY 11 AMDT 5...VOR/DME RNAV PORTION NA.

FDC 8/0121 /EKA/ FI/T MURRAY FIELD, EUREKA, CA. VOR/DME RNAV OR GPS RWY 11 AMDT 5...S-11 MDA ALL CATS 1000, HAT ALL CATS 993. VIS CATS A 1 1/4, CAT B 1 1/2, CAT C 3, CIRCLING MDA - ALL CATS 1000. HAA ALL CATS 993. VIS CATS A 1 1/4, CAT B 1 1/2, CAT C 3.

FRESNO

Fresno-Chandler Downtown

FDC 9/0601 /FCH/ FI/P FRESNO-CHANDLER DOWNTOWN, FRESNO, CA. GPS RWY 12R ORIG...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 30L. THIS IS GPS RWY 12R ORIG-A

FULLERTON

Fullerton Muni

FDC 6/5040 /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. LOC RWY 24, AMDT 3B...ADD NOTES: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT CONGA/I-FUL 2.6 DME 40 FT. WHEN SANTA ANA ALSTG USED, S-24 AND LOC/DME MINIMA S-24 NA.

FDC 6/5023 /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. VOR OR GPS-A, AMDT 6B...ADD NOTE: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT BWALT/SLI 3.7 DME/RADAR 40 FT.

HAWTHORNE

Jack Northrop Field/Hawthorne Muni

FDC 9/0406 /HHR/ FI/P JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 10...CIRCLING: MDA 600/HAA 534 CAT A/B/C. MDA 620/HAA 554 CAT D. ADD NOTE: CIRCLING NA WHEN CONTROL TOWER CLOSED. THIS IS LOC RWY 25 AMDT 10A.

FDC 9/0379 /HHR/ FI/P JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. VOR OR GPS RWY 25 AMDT 15...CIRCLING MDA 620/HAA 554 ALL CATS. ADD NOTE: CIRCLING NA WHEN CONTROL TOWER CLOSED. DELETE NOTE: ACTIVATE MIRL RWY 7/25, VASI RWY 7 AND 25 AND ODALS RWY 25-CTAF. THIS IS VOR OR GPS RWY 25 AMDT 15A.

HAYWARD

Hayward Air Terminal

FDC 8/4421 /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. GPS RWY 28L ORIG...VOR OR GPS-A AMDT 6A...VOR/DME OR GPS-B AMDT 1A...LOC/DME RWY 28L AMDT 1...CHANGE NOTE TO READ: CIRCLING NA NORTH OF RWY 19L/28R.

FDC 7/2779 /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. LOC/DME RWY 28L AMDT 1...VOR/DME OR GPS-B AMDT 1A...VOR OR GPS-A AMDT 6A...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE OAKLAND ALSTG. CHANGE IFR ALTN MNMS TO LOC/DME RWY 28L - STANDARD @. VOR/DME OR GPS-B - STANDARD @. VOR OR GPS-A - STANDARD @*. *CAT C 800-2 1/4, CAT D 800-2 1/2. @ NA WHEN CONTROL TOWER CLOSED.

HOLLISTER

Hollister Muni

FDC 8/8182 /3O7/ FI/T HOLLISTER MUNI, HOLLISTER, CA. GPS RWY 31 ORIG...MISSED APPROACH CLIMB IN HOLD MANEUVER LIMITED TO MAXIMUM AIRSPEED 230 KNOTS.

LA VERNE

Brackett Field

FDC 7/2770 /POC/ FI/T BRACKETT FIELD, LA VERNE, CA. ILS RWY 26L AMDT 2B...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG. CHANGE IFR ALT MNMS TO: STANDARD NA WHEN CONTROL TOWER CLOSED. VOR OR GPS-A AMDT 5A...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG, CHANGE IFR ALTM MNMS TO: STANDARD#. NA WHEN CONTROL TOWER CLOSED. #CAT C 800-2 1/4.

LIVERMORE

Livermore Muni

FDC 8/5904 /LVK/ FI/T LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R AMDT 7...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, PROC NA. IFR ALTN MNMS: DELETE NOTE: NA WHEN CONTROL ZONE NOT IN EFFECT. ADD NOTE: ILS AND LOC STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED.

LONG BEACH

Long Beach (Daugherty Field)

FDC 7/3640 /LGB/ FI/T LONG BEACH (DAUGHERTY FIELD), LONG BEACH, CA. ILS RWY 30 AMDT 32...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800-2; CAT C 800-2 1/4; CAT D 800-2 1/2; LOC CAT C 800-2 1/4; CAT D 800-2 1/2. VOR OR TACAN OR GPS RWY 30 AMDT 7...CHANGE NOTE TO: WHEN LOCAL ALSTG SETTING NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CAT A/B 800-2, CAT C 800-2 1/4; CAT D 800-2 1/2. NDB RWY 30 AMDT 9...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800-2; CAT C 800-2 1/4, CAT D 800 2 1/2.

LOS ALAMITOS

Los Alamitos AAF

FDC 6/7220 /SLI/ FI/T LOS ALAMITOS AAF, LOS ALAMITOS, CA. VOR OR TACAN RWY 22L AMDT 6...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT 1 1/2. DME OR RADAR MNMS: S-22L CATS A/B/C 3/4, CAT D 1. NDB OR GPS RWY 22L ORIG...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT D 1 1/2. RADAR-1 AMDT 3...PAR S-22L CATS C/D VIS 3/4. ASR S-22L CATS A/B/C VIS 3/4, CAT D 1.

LOS ANGELES

Los Angeles Intl

FDC 9/0704 /LAX/ FI/P ANGELES INTL, LOS ANGELES, CA. CORRECT U.S. TRML PROC SW VOL 2 OF 2 DATED 28 JAN 99, PAGE P5. BASET ONE ARRIVAL...TWENTY-NINI PALMS (TNP TRANSITION: MEA FROM TNP TO PDZ SHOULD READ 16,000 VICE 11,000/9,000. HECTOR (HEC) TRANSITION: MEA FROM HEC TO CIVET INT SHOULD READ 10,500 VICE 10,000.

Whiteman

FDC 7/8520 /WHP/ FI/T WHITEMAN, LOS ANGELES, CA. GPS-B ORIG...PROC NA.

MERCED

Merced Muni-Macready Field

FDC 9/0083 /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. GPS RWY 12 ORIG...DELETE FRESNO YOSEMITE INTL ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO YOSEMITE INTL ALSTG. THIS IS GPS RWY 12 ORIG-A.

FDC 9/0082 /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. GPS RWY 30 ORIG....DELETE FRESNO YOSEMITE INTL ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERTORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO YOSEMITE INTL ALSTG. CHANGE NOTE: FOR INOPERATIVE MALSR INCREASE S-30 CAT D VIS TO 1 1/4. THIS IS GPS RWY 30 ORIG-A.

FDC 9/0080 /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR RWY 12 AMDT 7...DELETE FRESNO YOSEMITE INTL ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO YOSEMITE INTL ALSTG. THIS IS VOR RWY 12 AMDT 7A.

FDC 9/0081 /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR RWY 30 AMDT 18...DELETE FRESNO YOSEMITE INTL ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERTORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO YOSEMITE INTL ALSTG. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-30 CAT D USING FRESNO YOSEMITE INTL ALSTG. CHANGE NOTE: FOR INOPERATIVE MALSR INCREASE S-30 CAT D VIS TO 1 1/4. THIS IS VOR RWY 30 AMDT 18A.

FDC 9/0079 /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. LOC BC RWY 12 AMDT 10...DELETE FRESNO YOSEMITE INTL ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERTORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRES-

NO YOSEMITE INTL ALSTG. THIS IS LOC BC RWY 12 AMDT 10A.

FDC 9/0078 /MCE/ FI/P MERCED MUNI-MACREADY FIELD, MERCED, CA. ILS RWY 30 AMDT 14A...S-LOC 30 CAT D VIS 3/4. ADD NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC 30 CAT D VIS TO 1. DELETE FRESNO YOSEMITE INTL ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO YOSEMITE INTL ALSTG. THIS IS ILS RWY 30 AMDT 14B.

FDC 8/8795 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. ILS RWY 30 AMDT 14...S-30 CAT A/B/C/D VIS 3/4. S-LOC 30 CAT A/B/C VIS 3/4. FOR INOP MALSR INCREASE S-30 CAT A/B/C VIS TO 1 WHEN USING LOCAL ALSTG. INOP TABLE DOES NOT APPLY TO S-ILS 30 CAT A/B/C/D AND S-LOC 30 CAT D. FRESNO YOSEMITE INTL ALSTG MNMS S-LOC 30 CAT A/B VIS 3/4. FOR INOP MALSR INCREASE S-LOC 30 CAT A/B VIS TO 1 WHEN USING FRESNO YOSEMITE INTL ALSTG. INOP TABLE DOES NOT APPLY TO S-ILS 30.

FDC 8/8794 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. GPS RWY 30 ORIG...S-30 CAT A/B/C VIS 3/4. FOR INOP MALSR INCREASE S-30 CAT A/B/C VIS TO 1 WHEN USING LOCAL ALSTG. FRESNO YOSEMITE INTL ALSTG MNMS S-30 CAT A/B VIS 3/4. FOR INOP MALSR INCREASE S-30 CAT A/B VIS TO 1 WHEN USING FRESNO YOSEMITE INTL ALSTG.

FDC 8/8793 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR RWY 30 AMDT 18...S-30 CAT A/B/C VIS 3/4. FOR INOP MALSR INCREASE S-30 CAT A/B/C VIS TO 1 WHEN USING LOCAL ALTIMETER FRESNO YOSEMITE INTL ALSTG MNMS. S-30 CAT A/B VIS 3/4. FOR INOP MALSR INCREASE S-30 CAT A/B VIS TO 1 WHEN USING FRESNO YOSEMITE INTL ALSTG.

MODESTO

Modesto City-County/Harry Sham Field

FDC 8/7807 MOD/ FI/T MODESTO CITY-COUNTY-HARRY SHAM FIELD, MODESTO, CA. ILS RWY 28R AMDT 12...TERMINAL ROUTE MANTECA VORTAC (ECA) SHOULD READ MNM ALT 2000, 124 DEG, 16 NM TO MODESTO VOR/DME.

FDC 8/7805 /MOD/ FI/T MODESTO CITY-COUNTY-HARRY SHAM FIELD, MODESTO, CA. VOR RWY 28R AMDT 10A...S-28R CAT A/B MDA 900/HAT 812, VIS 3/4, CAT C MDA 900/HAT 812 VIS 2, CAT D MDA 900/HAT 812 VIS 2 1/4. CIRCLING ALL CAT MDA 900/HAA 803, CAT A VIS 1, CAT B VIS 1 1/4, CAT C VIS 2 1/2, CAT D VIS 2 3/4. CHANGE ALTN IFR MNMS TO: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4.

MONTEREY

Monterey Peninsula

FDC 8/5028 /MRY/ FI/T MONTEREY PENINSULA, MONTEREY, CA. ILS RWY 10R AMDT 26...S-LOC 10R AND CIRCLING: CHANGE MISSED APPROACH POINT TO 3.80 MILES AFTER MUNSO LOM OR AT I-MRY 1.8 DME. ADD NOTES: ILS UNUSABLE FROM MM INBOUND. FAF TO MAP 3.80 NM. CHANGE TIME DISTANCE TABLE TO READ: KNOTS/MIN:SEC - 60/3:48; 90/2:32; 120/1:54; 150/1:31; 180/1:16.

NAPA

Napa County

FDC 7/2803 /APC/ FI/T NAPA COUNTY, NAPA, CA. VOR OR GPS RWY 6 AMDT 11...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 60 FT. CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. CAT D, 1200-3. LOC RWY 36L AMDT 2B...CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. CAT D, 1200-3.

OAKDALE

Oakdale

FDC 8/4669 /O27/ FI/T OAKDALE, OAKDALE, CA. VOR OR GPS RWY 10 AMDT 5B...S-10: MDA 720/HAT 486 CAT A/B. CIRCLING MDA 800/HAA 566 CAT A/B.

OAKLAND

Metropolitan Oakland Intl

FDC 9/0523 /OAK/ FI/P METROPOLITAN OAKLAND INTL, OAKLAND, CA. VOR/DME OR GPS RWY 27L AMDT 10...CHANGE S-27L VIS TO RVR 5000, CATS A/B; RVR 6000 CATS C/D. TERMINAL ROUTE: SUNOL/OAK 21 DME TO BLANT/OAK 14 DME MNM ALT 3300. CIRCLING CAT A MDA 520/HAA 514. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 3100 VIA OAK R-313 TO PEERE INT/ OAK 9.1 DME AND HOLD. THIS IS VOR/DME OR GPS RWY 27L AMDT 10A.

FDC 9/0522 /OAK/ FI/P METROPOLITAN OAKLAND INTL, OAKLAND, CA. ILS RWY 27R AMDT 31...CHANGE S-ILS-27R VIS TO RVR 5000 ALL CATS. CHANGE S-LOC-27R VIS TO RVR 5000 CATS A/B/C; RVR 6000 CAT D. CHANGE SIDESTEP RWY 27L VIS TO RVR 5000, CATS A/B. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 3100 VIA OAK R-313 TO PEERE INT/OAK 9.1 DME AND HOLD. THIS IS ILS RWY 27R AMDT 31A.

FDC 9/0521 /OAK/ FI/P METROPOLITAN OAKLAND INTL, OAKLAND, CA. NDB RWY 27R AMDT 4...CHANGE S-27R VIS TO RVR 6000 CAT A. CASES OM MNMS: CHANGE S-27R VIS TO RVR 5000 CATS A/B. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 3100 VIA OAK R-313 TO PEERE INT/OAK 9.1 DME AND HOLD. THIS IS NDB RWY 27R AMDT 4A.

ONTARIO

Ontario Intl

FDC 7/3896 /ONT/ FI/T ONTARIO INTL, ONTARIO, CA. ILS RWY 26R AMDT 2...S-ILS 26R VIS RVR 4000 CATS A/B/C. DELETE NOTE: S-ILS 26R INOP TABLE DOES NOT APPLY TO MM ALL CATS OR TO MALSR CAT D. ADD NOTE: INOP TABLE DOES NOT APPLY. S-LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000. BAKES DME MNMS: S-LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000.

OROVILLE

Oroville Muni

FDC 8/7249 /OVE/ FI/T OROVILLE MUNI, OROVILLE, CA. NDB OR GPS RWY 1 AMDT 2A...TERMINAL ROUTE DURHA INT TO OVE NDB MNM ALT 3200. CHANGE PROFILE NOTE TO READ: MAINTAIN 2600 OR ABOVE UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN. MSA OVE NDB 120-210 3300, 210-300 2000, 300-120 7500.

OXNARD

Oxnard

FDC 8/4431 /OXR/ FI/T OXNARD, OXNARD, CA. ILS RWY 25 AMDT 8...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 867 FT MSL.

FDC 7/8001 /OXR/ FI/T OXNARD, OXNARD, CA. ILS RWY 25 AMDT 8...ADD NOTE: FOR TERMINAL ROUTE FILLMORE VORTAC TO HYDEN INT. V-299 ARRIVALS DESCEND IN HOLDING PATTERN /HOLD N, RT, 167 INBOUND/ AT FILLMORE VORTAC TO 8000 BEFORE COMMENCING APPROACH.

FDC 7/7969 /OXR/ FI/T OXNARD, OXNARD, CA. VOR OR GPS RWY 25 AMDT 8...TERMINAL ROUTE FILLMORE VORTAC TO PLEAT INT NA.

PALM SPRINGS

Palm Springs Regional

FDC 7/2812 /PSP/ FI/T PALM SPRINGS REGIONAL, PALM SPRINGS, CA. VOR OR GPS-B AMDT 2...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPER SITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. IFR ALTN MNMS: 1400-3*. *NA WHEN CONTROL TOWER CLOSED.

PORTERVILLE

Porterville Muni

FDC 9/0611 /PTV/ FI/P PORTERVILLE MUNI, PORTERVILLE, CA. CORRECT U.S. TRML PROC SW VOL 2 OF 2 DATED 28 JAN 99, PAGE 298. GPS RWY 30 ORIG...PLAN VIEW: HOLDING PATTERN AT TULE (TTE) VOR/DME SHOULD READ: 324 DEG OUTBOUND VICE 344 DEG.

RIVERSIDE

Riverside Muni

FDC 8/7786 /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS-A AMDT 5...DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL MDA'S 40 FT.

FDC 8/7784 /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS-B ORIG...DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL MDA'S 40 FT. IFR NMNS: CAT A AND B 1600-2.

FDC 8/7777 /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS RWY 9 AMDT 9...CIRCLING CAT A MDA 1260/HAA 442, VIS 1. CAT B MDA 1360/HAA 542 VIS 1. CAT C/D MDA 1620/HAA 802. VIS CAT C 2 1/4, VIS CAT D 2 1/2. DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO CA ALSTG AND INCREASE ALL MDA'S 40 FT. IFR ALTN MNMS: STANDARD.

SACRAMENTO

Sacramento Mather

FDC 9/0161 /MHR/ FI/T SACRAMENTO MATHER, SACRAMENTO, CA. ILS RWY 22L ORIG...CIRCLING: MDA 680/HAA 584 ALL CATS. MC CLELLAN AFB ALTIMETER SETTING MINIMUMS: CIRCLING: MDA 700/HAA 604 ALL CATS. VIS CAT C 1 3/4. VOR OR GPS RWY 4R ORIG...MC CLELLAN /MCC/ VORTAC R-161 NA TO FORM CRISE INT. ADD NOTE: RADAR OR DME REQUIRED. CIRCLING: MDA 680/HAA 584 ALL CATS. MC CLELLAN AFB ALTIMETER SETTING MINIMUMS: CIRCLING: MDA 700/HAA 604 ALL CATS. VIS CAT C 1 3/4. TEMP 313 FT MSL CRANE 1.15NM E RWY 22L THRESHOLD.

SAN CARLOS

San Carlos

FDC 8/0009 /SQL/ FI/T SAN CARLOS, SAN CARLOS, CA. GPS RWY 30 ORIG...PROC NA.

SAN DIEGO

Gillespie Field

FDC 9/0602 /SEE/ FI/P GILLESPIE FIELD, SAN DIEGO (EL CAJON), CA. LOC-D AMDT 10...DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWYS 17, 27L, 27R AND 36. THIS IS LOC-D AMDT 10A.

Montgomery Field

FDC 7/2942 /MYF/ FI/T MONTGOMERY FIELD, SAN DIEGO, CA. ILS RWY 28R AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 900-2, NA WHEN CONTROL TOWER CLOSED. NDB OR GPS RWY 28R AMDT 1...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 1000-2. NA WHEN CONTROL TOWER CLOSED.

SAN FRANCISCO

San Francisco Intl

FDC 9/0741 /SFO/ FI/P SAN FRANCISCO INTL, SAN FRANCICO, CA. ILS RWY 28R (CAT II AND CAT III) AMDT 9B...CHANGE NOTE: OBSTRUCTIONS IN MISSED APPROACH AREA...TO READ: OBSTRUCTIONS IN MISSED APPROACH AREA REQUIRE A MNM RATE OF CLIM 400 FPM/100K, 600 FPM/150K, 800 FPM/200K TO 900 FT, NO WIND CONDITIONS. THIS IS ILS RWY 28R AMDT 9C, ILS RWY 28R (CAT II) AMDT 9C AND ILS RWY 28R (CAT III) AMDT 9C.

SAN JOSE

San Jose Intl

FDC 9/0709 /SJC/ FI/P SAN JOSE INTL, SAN JOSE, CA CORRECT U.S TRML PROC VOL 2 OF 2 DATED 28 JAN 99 PAGE 401. GPS RWY 30L ORIG...PLAN VIEW: HOLDING PATTERN AT SUNNE SHOULD READ: 123 DEG INBOUND AND 303 DEG OUTBOUND.

FDC 9/0667 /SJC/ FI/P SAN JOSE INTL, SAN JOSE, CA. VOR/DME RNAV RWY 30L ORIG-A...PLANVIEW: TERMINAL ROUTE (IAF) GILRO WPT TO KLINE WPT MNM ALT 3800. PROFILE: MNM ALT AT KLIDE WPT 3800.

FDC 9/0664 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R AMDT 5...S-LOC 12R: MDA 600, HAT 558 ALL CATS, VIS CAT C 1, CAT D 1 1/4. SIDESTEP RWY 12L: MDA 600 HAT, 552 ALL CATS. TEMP 290 FT CRANE 1.29 NM NW RWY 12R THR.

SAN LUIS OBISPO

San Luis Obispo County-McChesney Field

FDC 8/7095 /SBP/ FI/T SAN LUIS OBISPO COUNTY-MCCHESNEY FIELD, SAN LUIS OBISPO, CA. VOR OR TACAN OR GPS-A AMDT 6...DELETE NOTE: PROCEDURE NOT AUTHORIZED WHEN SAN LUIS OBISPO ALTIMETER NOT AVAILABLE. ALTERNATE MINIMUMS: STANDARD.

SANTA BARBARA

Santa Barbara Muni

FDC 7/3367 /SBA/ FI/T SANTA BARBARA MUNI, SANTA BARBARA, CA. VOR OR GPS RWY 25 AMDT 6A...DELETE FROM ALTN MNMS: NA WHEN CONTROL ZONE

NOT IN EFFECT EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

SANTA MARIA

Santa Maria Public/Captain G. Allan Hancock Field

FDC 8/8979 /SMX/ FI/T SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD, SANTA MARIA, CA. LOC/DME BC-A AMDT 10A...MIM ALT PATER/I-SMX 2.0 DME 1700. CIRCLING CAT A/B/C MDA 1100/HAA 841 VIS CAT B 1 1/4, CAT C 2 1/2.

SHAFTER

Shafter-Minter Field

FDC 4/6044 /MIT/ FI/T SHAFTER-MINTER FIELD, SHAFTER, CA. VOR OR GPS RWY 30 ORIG...CHG NOTE TO READ: USE BAKERSFIELD, CA ALSTG, WHEN NOT RECEIVED PROC NA.

SOUTH LAKE TAHOE

Lake Tahoe

FDC 7/2794 /TVL/ FI/T LAKE TAHOE, SOUTH LAKE TAHOE, CA. VOR/DME OR GPS-A AMDT 3...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. CHANGE IFR ALTN MNMS TO 2600-5*. *NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

STOCKTON

Stockton Metropolitan

FDC 9/0485 /SCK/ FI/P STOCKTON METROPOLITAN, STOCKTON, CA. NDB RWY 29R AMDT 14A...CHANGE INOP COMPONENTS NOTE TO: FOR INOP MALSR, INCREASE S-29R CAT C VIS TO 1 MILE. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SACRAMENTO ALSTG AND INCREASE ALL MDAS 200 FT AND VIS CAT C/D 1/2 MILE. ALTERNATE MINIMUMS: STANDARD. DELETE ALTERNATE MINIMUMS NOTE: NA WHEN CONTROL TOWER CLOSED. THIS IS NDB RWY 29R AMDT 14B.

FDC 9/0484 /SCK/ FI/P STOCKTON METROPOLITAN, STOCKTON, CA. ILS RWY 29R AMDT 18A...CHANGE INOP COMPONENTS NOTE TO: FOR INOP MALSR, INCREASE S-LOC 29R CAT D VIS TO 1 MILE. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SACRAMENTO ALSTG AND INCREASE ALL MDAS/DH 200 FT AND VIS CAT C/D 1/2 MILE. ALTERNATE MINIMUMS: STANDARD. DELETE ALTERNATE MINIMUMS NOTE: NA WHEN CONTROL TOWER CLOSED. THIS IS ILS RWY 29R AMDT 18B.

FDC 8/5610 /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. VOR OR GPS RWY 29R AMDT 18...DME REQUIRED FOR NOPT TERMINAL ROUTE, MODESTO / MOD/ VOR/DME TO MANTECA /ECA/ VORTAC.

FDC 7/2809 /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. ILS RWY 29R AMDT 18A...NDB RWY 29R AMDT 14A...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE SACRAMENTO ALSTG AND INCREASE ALL MDA'S/DH 200 FT AND VIS CATS C/D 1/2 MILE.

TRUCKEE

Truckee-Tahoe

FDC 7/7551 /TRK/ FI/T TRUCKEE-TAHOE, TRUCKEE, CA. GPS RWY 19 ORIG...CHANGE MISSED APPROACH PROC TO: CLIMBING RIGHT TURN TO 12000 VIA 332 DEGREE COURSE TO TRUCK WPT THEN VIA 060 DEGREE COURSE TO FMG VORTAC. CROSS 6.5 DME WEST OF FMG AT 12000.

TORRANCE

Zamperini Field

FDC 7/3641 /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. VOR OR GPS RWY 11L, AMDT 14...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALSTG AND INCREASE ALL MDA'S 20 FT. CHANGE IFR ALTN MNMS TO 900-2. NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 6/7703 /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. TAKEOFF MNMS RWY 29L/R - 400-1 OR STANDARD WITH MNM CLIMB OF 350 FT PER NM TO 400 FT. TEMP CRANE 208 FT MSL 1954 FT NW RWY 11L.

TWENTYNINE PALMS

Twentynine Palms

FDC 7/0340 /TPN/ FI/T TWENTYNINE PALMS, TWENTYNINE PALMS, CA. IFR TKOF MNMS AND DEP PROCEDURES...TKOF MNMS RWY 17 NA.

UKIAH

Ukiah Muni

FDC 7/3446 /UKI/ FI/T UKIAH MUNI, UKIAH, CA. LOC RWY 15 AMDT 5...ALTN MNMS NA.

VAN NUYS

Van Nuys

FDC 7/2806 /VNY/ FI/T VAN NUYS, VAN NUYS, CA. ILS RWY 16R AMDT 5...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG AND INCREASE S-16R DH 10 FT AND CIRCLING MDA CATS A/B/C 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. LDA-C AMDT 2A...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG. CHANGE IFR ALTN MNMS TO: STANDRAD*. *NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS-B AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURBANK ALSTG AND INCREASE CATS A/B/C MDA'S 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. VOR OR GPS-A AMDT 3...CHANGE IFR ALTN MNMS TO STANDARD*. *NA WHEN CONTROL CLOSED, CAT D 800-2 1/4.

VICTORVILLE

Southern California Intl

FDC 9/0537 /VCV/ FI/P SOUTHERN CALIFORNIA INTL, VICTORVILLE, CA. CORRECT U.S. TERMINAL PROC SW VOL 2 OF 2 DATED 28 JAN 99, PAGE 486. VOR/DME RWY 17 ORIG...PROFILE VIEW: THE VISUAL PATH ANGLE (VPA) SHOULD READ AS FOLLOWS - VCV R-352/6.49 TO RWY 17: 3.27/63.

FDC 7/4242 /VCV/ FI/T SOUTHERN CALIFORNIA INTL, VICTORVILLE, CA. ILS RWY MDT 1...CIRCLING MDA 3420/HAA 545 CATS B/C, CAT D MDA 3580/HAA 705 VIS CAT D 2 1/4.

VISALIA

Visalia Muni

FDC 9/0632 /VIS/ FI/P VISALIA MUNI, VISALIA, CA. ILS RWY 30 AMDT 5...DELETE NOTE: WHEN VISALIA ALSTG NOT AVAILABLE, USE FRESNO ALSTG AND INCREASE ALL DH AND MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: NA. THIS IS ILS RWY 30 AMDT 5A.

FDC 9/0631 /VIS/ FI/P VISALIA MUNI, VISALIA, CA. NDB RWY 30 AMDT 3...DELETE NOTE: WHEN VISALIA ALSTG NOT AVAILABLE, USE FRESNO ALSTG AND INCREASE ALL DH AND MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: NA. THIS IS NDB RWY 30 AMDT 3A.

FDC 8/7452 /VIS/ FI/T VISALIA MUNI, VISALIA, CA. VOR RWY 12 AMDT 5...DINUB INT TO VISALIA VOR/DME (VIS) DISTANCE SHOULD READ 8.49NM. EXTRA INT TO VIS VOR/DME DISTANCE SHOULD READ 13.00NM. MSA VIS VOR/DME CLKWS R-160 TO R250 1700, R-250 TO R-340 3000, R-340 TO R-160 5700. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE FRESNO AIR TERMINAL ALSTG AND RAISE ALL MDA'S 140 FT. CHANGE IFR ALTN MNMS TO: STANDARD.

WATSONVILLE

Watsonville Muni

FDC 9/0142 /WVI/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS RWY 2: 1100-2 CATS A/B. 1900-2 CATS C/D OR STANDARD WITH MINIMUM CLIMB OF: CATS A/B 330 FT PER NM TO 2200. CATS C/D 460 FT PER NM TO 2400. RWY 8: STANDARD WITH A MINIMUM CLIMB OF 290 FT PER NM TO 2200. RWY 20: STANDARD WITH A MINIMUM CLIMB OF 330 FT PER NM TO 2200. RWY 26: STANDARD WITH A MINIMUM CLIMB OF 330 FT PER NM TO 2200. NOTE: RWY 2: 40 FT AGL POLE 17 FT FROM DEPARTURE END OF RUNWAY 342 FT LEFT OF CENTERLINE. RWY 8: 189 FT AGL TOWER 0.8 NM FROM DEPARTURE END OF RUNWAY 1200 FT RIGHT OF CENTERLINE. RWY 20: 106 FT AGL TREE 0.2 NM FROM DEPARTURE END OF RUNWAY 550 FT LEFT OF CENTERLINE. RWY 26: 174 FT AGL TREE 0.1 NM FROM DEPARTURE END OF RUNWAY 584 FT LEFT OF CENTERLINE. DEPARTURE PROCEDURE: RWY 2 AND 8 CLIMBING RIGHT TURN. RWY 20 CLIMB RWY HEADING. RWY 26 CLIMBING LEFT TURN. ALL AIRCRAFT INTERCEPT PAJAR NDB BEARING 212 TO MOVER INT. CLIMB IN MOVER INT HOLDING PATTERN (NE, RIGHT TURNS, 212 INBOUND) UNTIL REACHING MEA OR ASSIGNED ALTITUDE.

FDC 8/6755 /WVI/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. LOC RWY 2 AMDT 2A...VOR/DME OR GPS-A ORIG-A...NDB OR GPS-B AMDT 1A...DELETE ALTIMETER SETTING NOTE.

COLORADO

ASPEN

Aspen-Pitkin Co/Sardy Field

FDC 8/5882 /ASE/ FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. TKOF MNMS AND DEP PROC....TKOF MMNS: RWY 15 - NA. RWY 33 - 3100-3 OR 1000-2 WITH A MNM CLIMB OF 460 FT PER NM TO 10500. (NOTE: 8179 FT MSL TREE 3447 FT FROM DEP END OF RWY, 1379 FT LEFT OF CNTRLN.) DEP PROC: CLIMB HEADING 340 DEGREES TO 8700, THEN LEFT CLIMBING TURN TO 1600 HEADING 270 TO INTERCEPT AND PROCEED VIA I-PKN NW CRS (OUTBOUND ON LOCALIZER BACKCOURSE) AND DBL R-244 OUTBOUND TO GLENO INT/DBL 22.7 DME. CLIMB IN GLENO HOLDING PATTERN (SW, LT, 064 INBOUND) TO CROSS GLENO AT OR ABOVE 14000 BEFORE PROCEEDING ON COURSE.

COLORADO SPRINGS

City of Colorado Springs Muni

FDC 6/1214 /COS/ FI/T CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS/DME RWY 17L ORIG-A...TIME/DISTANCE TABLE NA.

DENVER

Centennial

FDC 7/5841 /APA/ FI/T CENTENNIAL, DENVER, CO. IFR DEPARTURE AND TAKEOFF MINIMUMS...TAKEOFF MINIMUMS RWY 28, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 290 FT PER NM TO 6200. TEMP CRANE 6094 MSL 1.2 NM W OF RWY 28 DEPARTURE END.

FORT COLLINS

Fort Collins-Loveland Muni

FDC 8/3666 /FNL/ FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS, CO. ILS RWY 33, AMDT 5A...ADF REQUIRED.

FORT COLLINS

Fort Collins Downtown

FDC 5/0881 /3V5/ FI/T FORT COLLINS DOWNTOWN, FORT COLLINS, CO. VOR/DME OR GPS-B, AMDT 1...OBTAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE FORT COLLINS-LOVELAND MUNI ALSTG AND INCREASE ALL MDAs BY 40 FEET.

GRAND JUNCTION

Grand Junction/Walker Field

FDC 6/1252 /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. VOR OR GPS RWY 11, AMDT 1. CIRCLING MINIMA CAT C: MDA 5440, HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

FDC 6/1251 /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. ILS/DME RWY 11, AMDT 14. TIMING TABLE N/A. CIRCLING MINIMA CAT C: MDA 5440,ÿ20HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

GREELEY

Greeley-Weld County

FDC 8/6677 /GXY/ FI/P GREELEY-WELD COUNTY, GREELEY, CO. CORRECT U.S. TERMINAL PROCEDURES, SW, VOL 1 OF 2, DATED 13 AUG 1998. REF ILS RWY 9, PAGE 227, AMDT 3A...ADD ALTERNATE MNMS ILS 700-2 ALL CATS. LOC ALTERNATE MNMS: STANDARD ALL CATS.

GUNNISON

Gunnison County

FDC 8/1927 /GUC/ FI/T GUNNISON COUNTY, GUNNISON, CO. ILS RWY 6, AMDT 3A...S-LOC 6 MDA 9020/HAT 1360 ALL CATS. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY.

MONTE VISTA

Monte Vista Muni

FDC 7/2760 /MVI/ FI/T MONTE VISTA MUNI, MONTE VISTA, CO. VOR/DME OR GPS-A AMDT 2...CHANGE ALTIMETER NOTE TO READ: 'WHEN ALAMOSA ALTIMETER SETTING NOT RECEIVED, PROC NA.'

PUEBLO

Pueblo Memorial

FDC 8/8389 /PUB/ FI/T PUEBLO MEMORIAL, PUEBLO, CO. NDB OR GPS RWY 8L, AMDT 19. GPS PORTION NA.

FDC 8/8388 /PUB/ FI/T PUEBLO MEMORIAL, PUEBLO, CO. VOR OR TACAN OR GPS RWY 26R, AMDT 27. GPS PORTION NA.

FDC 8/3957 /PUB/ FI/T PUEBLO MEMORIAL, PUEBLO, CO. ILS RWY 8L, AMDT 22...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BLW 4910 MSL.

TELLURIDE

Telluride Regional

FDC 7/5017 /TEX/ FI/P TELLURIDE REGIONAL, TELLURIDE, CO. LOC/DME RWY 9 ORIG...ADD NOTE: LOC UNUSABLE FROM 1.0 DME TO THRESHOLD. THIS IS LOC/DME RWY 9 ORIG-A.

CONNECTICUT

DANBURY

Danbury Muni

FDC 7/6859 /DXR/ FI/T DANBURY MUNI, DANBURY, CT. LOC RWY 8 AMDT 2...CIRCLING: CAT A AND B MDA 1180/HAA 722. 872 FT MSL TEMP CRANE.

WINDSOR LOCKS

Bradley Intl

FDC 8/8911 /BDL/ FI/T BRADLEY INTL, WINDSOR LOCKS, CT. ILS RWY 24 AMDT 8...CIRCLING: CAT D MDA 1260/HAA 1086.

DELAWARE

LAUREL

Laurel

FDC 7/2307 FI/T LAUREL, LAUREL, DE. VOR/DME OR GPS RWY 32 ORIG...VOR/DME PORTION NA.

DISTRICT OF COLUMBIA

WASHINGTON

Washington National

FDC 8/7157 /DCA/ FI/T WASHINGTON NATIONAL, WASHINGTON, DC. DEP PROC/TKOF MNMS...DEP PROC RWY 36: LEFT TURN AS SOON AS PRACTICABLE. INTERCEPT DCA R-328. CLIMB TO 5000 OR AS ASSIGNED.

FLORIDA

BOCA RATON

Boca Raton

FDC 8/9007 /BCT/ FI/P BOCA RATON, BOCA RATON, FL. GPS RWY 5 ORIG...REMOVE CAT C AND D MNMS. THIS IS GPS RWY 5 ORIG-A.

FDC 8/9006 /BCT/ FI/P BOCA RATON, BOCA RATON, FL. VOR/DME OR GPS-A ORIG...REMOVE CAT C AND D MNMS. THIS IS VOR/DME OR GPS-A ORIG-A.

FDC 7/7578 /BCT/ FI/T BOCA RATON, BOCA RATON, FL. GPS RWY 5, ORIG...PROC NA.

BONIFAY

Tri-County

FDC 9/0248 /1JO/ FI/T TRI-COUNTY, BONIFAY, FL. NDB OR GPS-A, ORIG...TERMINAL ROUTE RRS VORTAC TO BKK NDB, MINIMUM ALTITUDE 2100.

DESTIN

Destin-Fort Walton Beach

FDC 8/7285 /DTS/ FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. NDB RWY 32 ORIG...S-32: MDA 760/HAT 738 ALL CATS. VIS CAT C 2 CAT D 2 1/4. CIRCLING MDA 760/HAA 738 ALL CATS. VIS CAT C 2 CAT D 2 1/4. GPS RWY 32 ORIG...S-32: MDA 620/HAT 598 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 720/HAA 698 ALL CATS. VIS CAT C 2, CAT D 2 1/4. RADAR-1 AMDT 7A...S-32: MDA 660/HAT 638 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 720/HAA 698 ALL CATS. VIS CAT C 2, CAT D 2 1/4. TAKEOFF MINIMUMS...RWY 14, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 400.

FORT LAUDERDALE

Fort Lauderdale-Hollywood Intl

FDC 8/5392 /FLL/ FI/T FORT LAUDERDALE-HOLLYWOOD INTL, FORT LAUDERDALE, FL. RADAR-1, AMDT 3C...S-31 MDA 520/HAT 509 ALL CATS. VIS CAT C 1 1/2. TEMP CRANE 258 MSL 1.94 NM ESE OF RWY 31.

FORT PIERCE

St Lucie County

FDC 7/7103 /FPR/ FI/T ST LUCIE COUNTY, FORT PIERCE, FL. ILS RWY 9, AMDT 1...VOR/DME OR GPS RWY 14, AMDT 7A...NDB RWY 9, ORIG...NDB OR GPS RWY 27, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA.

GAINESVILLE

Gainesville Regional

FDC 8/5858 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. LOC BC RWY 10 AMDT 7B...S-10 MDA 600/HAT 452, VIS CAT C 1 1/4, CAT D 1 1/2. RADAR REQUIRED TO IDENTIFY HAGGE INT.

FDC 8/1823 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. ILS RWY 28, AMDT 11B...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 1700 DIRECT GN LOM AND HOLD, HOLD EAST, RT, 285 INBOUND. ADF REQUIRED.

FDC 8/0350 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. VOR OR GPS-A, AMDT 10A...CIRCLING MDA 1060/HAA 908 ALL CATS VIS CAT A/B 1 1/4, VIS CAT C 2 3/4, VIS CAT D 3. GNV R-213/5.00 DME ALTITUDE 1060. DME MNMS CIRCLING MDA 740/HAA 588 ALL CATS.

FDC 8/0005 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. VOR/DME RNAV OR GPS RWY 28, AMDT 5...S-28 MDA 520/HAT 398 ALL CATS, VIS CAT D 3/4. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT D.

JACKSONVILLE

Craig Muni

FDC 9/0362 /CRG/ FI/T CRAIG MUNI, JACKSONVILLE, FL. RADAR-1, ORIG-A...SI-32 MDA 640/HAT 599 ALL CATS. CIRCLING MDA 640/HAA 599 ALL CATS.

Key West

FDC 6/3348 /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR OR GPS-B AMDT 10. VOR PORTION NOT AUTHORIZED.

FDC 6/2975 /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR/DME OR GPS RWY 27, AMDT 2...VOR/DME PORTION NA.

LAKE CITY

Lake City Muni

FDC 8/3724 /LCQ/ FI/T LAKE CITY MUNI, LAKE CITY, FL. VOR/DME OR GPS-A, AMDT 3...VOR/DME PORTION NA.

FDC 8/3723 /LCQ/ FI/T LAKE CITY MUNI, LAKE CITY, FL. GPS RWY 10, ORIG-A...S-10 MDA 720/HAT 519 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. GAINESVILLE ALSTG MNMS: S-10 MDA 820/HAT 619 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 820/HAA 619 ALL CATS, VIS CAT C 1 3/4.

LAKELAND

Lakeland Linder Regional

FDC 9/0445 /LAL/ FI/T LAKELAND LINDER REGIONAL, LAKELAND, FL. ILS RWY 5, AMDT 5A...CIRCLING MDA 700/HAA 558 ALL CATS. TAMPA ALTIMETER SETTING MINIMUMS: CIRCLING MDA 780/HAA 638 ALL CATS. VIS CAT C 1 3/4. VOR OR GPS RWY 9, AMDT 5A...DME MINIMUMS: CIRCLING MDA 700/HAA 558 ALL CATS. VOR OR GPS RWY 27, AMDT 5A...DME MINIMUMS: S-27 MDA 640/HAT 498 ALL CATS. CIRCLING MDA 700/HAA 558 ALL CATS. NDB OR GPS RWY 5, AMDT 2A...S-5 MDA 700/HAT 564 ALL CATS. VIS CAT C 1, CAT D 1 1/2. CIRCLING MDA 700/HAA 558 ALL CATS. TAMPA ALTIMETER SETTING MINIMUMS: S-5 MDA 780/HAT 644 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 780/HAA 638 ALL CATS. VIS CAT C 1 3/4. TEMP CRANE 333 MSL 4563 FT E OF RWY 5.

MELBOURNE

Melbourne Intl

FDC 7/6345 /MLB/ FI/P MELBOURNE INTL, MELBOURNE, FL. ILS RWY 9R, AMDT 10...MISSED APPROACH: CLIMB TO 2000 VIA MLB VOR/DME R-091 TO CAPEN 5.2 DME/RADAR AND HOLD, HOLD E, LT, 271 INBOUND. THIS IS ILS RWY 9R, AMDT 10A.

MIAMI

Kendall-Tamiami Executive

FDC 8/7164 /TMB/ BI/T KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. ILS RWY 9R AMDT 8...NDB OR GPS RWY 9R AMDT 1...CIRCLING CAT A/B/C MDA 500/HAA 490.

Miami Intl

FDC 8/3483 /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 27R, AMDT 13...S-ILS 27R VIS RVR 2400 ALL CATS. S-LOC 27R VIS CAT A/B RVR 2400, CAT C/D RVR 4000. THIS IS ILS RWY 27R, AMDT 13A.

FDC 8/3482 /MIA/ FI/P MIAMI INTL, MIAMI, FL. GPS RWY 9R, ORIG...S-9R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D/E RVR 5000. THIS IS GPS RWY 9R, ORIG-A.

FDC 8/3480 / MIA/ FI/P MIAMI INTL, MIAMI, FL. GPS RWY 27R, ORIG....S-27R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. THIS IS GPS RWY 27R, ORIG-A.

FDC 8/3478 /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 9R, AMDT 8B...S-ILS 9R VIS RVR 2400 ALL CATS. S-LOC 9R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D/E RVR 5000. CHANGE VISIBILITY NOTE TO READ: FOR INOPERATIVE MALSR INCREASE S-ILS CAT E VISIBILITY TO RVR 4000 AND CAT E S-LOC TO 1 1/2. THIS IS ILS RWY 9R, AMDT 8C.

FDC 8/3475 /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 9L, AMDT 28A...ADD NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 500 FT. THIS IS ILS RWY 9L, AMDT 28B.

FDC 7/7154 /MIA/ FI/T MIAMI INTL, MIAMI, FL. NDB OR GPS RWY 27L, AMDT 18B. S-27 MDA 660/HAT 649 ALL CATS. VIS CAT C 1 3/4, CAT D 2. TDZE 11.00FT. TEMP CRANE 350 MSL 1.80 NM SE OF RWY 27L.

FDC 7/4828 /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 12 AMDT 3A...S-LOC 12 MDA 560/HAT 549 ALL CATS. VIS CATS A/B RVR 5000, CAT C 1 1/2 CAT D 1 3/4. TEMP CRANE 306 MSL 3.52 NM NW OF RWY 12.

NAPLES

Naples Muni

FDC 7/6696 /APF/ FI/T NAPLES MUNI, NAPLES, FL. TAKEOFF MINIMUMS...RWYS 5, 14, 32 STANDARD. NOTE: RWY 23, 132 AGL TEMP CRANES(3) 3183 FT DEPARTURE END OF RUNWAY ON CENTERLINE.

ORLANDO

Orlando Intl

FDC 8/6201 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. GPS RWY 36L, ORIG...S-36L MDA 500/HAT 407 ALL CATS, VIS CAT C RVR 6000. CIRCLING: MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 FT MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 8/1017 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18R, AMDT 5...VOR RWY 18R, AMDT 3...S-18R MDA 580/HAT 484 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANES 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17 AND 319 MSL CRANE 1.1 NM NORTH OF RWY 17.

FDC 8/1016 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18L AMDT 5...VOR RWY 18L, AMDT 3...S-18L MDA 580/HAT 484 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF ARPT, 3568 FT WEST OF RWY 17 AND 319 MSL CRANE 1.1 NM NORTH OF RWY 17.

FDC 8/0500 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RNAV RWY 36L, ORIG...S-36L MDA 540/HAT 447 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 8/0499 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 36L, AMDT 4A...S-36L MDA 480/HAT 387 ALL CATS. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF ARPT, 3568 FT WEST OF RWY 17.

FDC 8/0477 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. RADAR-1, AMDT 5A...S-36R MDA 480/HAT 388 ALL

CATS. S-36L MDA 480/HAT 387 ALL CATS. S-17 MDA 620/HAT 530 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 8/0467 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 36R, AMDT 9...S-36R MDA 480/HAT 388 ALL CATS. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 6/2816 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. ILS RWY 36R, AMDT 5...ILS RWY 36R, AMDT 5/CAT II/. GLIDE SLOPE UNUSABLE BEYOND 10NM. MNM GLIDE SLOPE INTERCEPT ALTITUDE 3000/1600 WHEN AUTHORIZED BY ATC/. GLIDE SLOPE INTERCEPT AT FLOZY FIX, AND TRAMP FIX NOT AUTHORIZED.

PAHOKEE

Palm Beach County Glades

FDC 8/3730 /PHK/ FI/P PALM BEACH COUNTY GLADES, PAHOKEE, FL. VOR OR GPS RWY 17, AMDT 8...CIRCLING CAT D MDA 700/HAA 682, VIS CAT D 2 1/4. THIS IS VOR OR GPS RWY 17, AMDT 8A.

PENSACOLA

Pensacola Regional

FDC 9/0051 /PNS/ FI/T PENSACOLA REGIONAL, PENSACOLA, FL. NDB OR GPS RWY 35, AMDT 16A...MINIMUM FAF ALTITUDE 900 MSL. S-35 MINIMUMS NOT AUTHORIZED. CIRCLING CAT A MDA 600/HAA 479. CAT D MDA 720/HAA 599. ILS RWY 17 AMDT 13E...NDB OR GPS RWY 17, ORIG-B...CIRCLING CAT D MDA 720/HAA 599. RADAR-1, AMDT 3A...S-35 MDA 660/HAT 557 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. TEMP CRANE 410 FT MSL 1.9 NM S OF RWY 35. TEMP CRANE 290 FT MSL 1.6 NM NW OF RWY 35.

POMPANO BEACH

Pompano Beach Airpark

FDC 9/0531 /PMP/ FI/P POMPANO BEACH AIRPARK, POMPANO BEACH, FL. LOC RWY 14, AMDT 1...CHANGE ALL REFERENCES TO RWY 14/32 TO 15/33. THIS IS LOC RWY 15, AMDT 1A.

ST. PETERSBURG-CLEARWATER

St. Petersburg-Clearwater Intl

FDC 8/8836 /PIE/ FI/T ST. PETERSBURG-CLEARWATER INTL, ST. PETERSBURG-CLEARWATER, FL. VOR RWY 35R, ORIG...BLOOP INT/DME MINIMUMS: S-35R MDA 480/HAT 469 ALL CATS. TEMP CRANE 230 MSL, 220 AGL 1.76 NM SSE OF RWY 35R.

FDC 8/7058 /PIE/ FI/T ST. PETERSBURG-CLEARWATER INTL, ST. PETERSBURG-CLEARWATER, FL. LOC BC RWY 35R, AMDT 14A...RADAR REQUIRED. PROCEDURE TURN NOT AUTHORIZED.

TAMPA

Peter O'Knight

FDC 8/3614 /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. NDB OR GPS RWY 3, AMDT 10A...S-3 MDA 700/HAT 692 ALL CATS. VIS CAT C 2. CIRCLING CAT A/B MDA 700/HAA 692, CAT C MDA 1000/HAA 992. VIS CAT C 3. CHART: 380 FT MSL, 365 FT AGL CRANE 275627.07N/0822714.34W (98-ASO-3612-OE) 1.2 NM NNW OF RWY 17. THIS IS NDB OR GPS RWY 3, AMDT 10B.

FDC 8/3613 /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. NDB OR GPS-A, ORIG...CIRCLING CAT A/B MDA 920/HAA 912, CAT C MDA 1000/HAA 992, VIS CAT C 3. THIS IS NDB OR GPS-A, ORIG-A.

FDC 8/3612 /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. RADAR-1, AMDT 4...CIRCLING CAT C MDA 1000/HAA 992, VIS 3. THIS IS RADAR-1, AMDT 4A.

Vandenberg

FDC 8/7089 /X16/ FI/T VANDENBERG, TAMPA, FL. GPS RWY 23 ORIG...STRAIGHT-IN MINIMUMS NA AT NIGHT.

VERO BEACH

Vero Beach Muni

FDC 8/8063 /VRB/ FI/T VERO BEACH MUNI, VERO BEACH, FL. VOR/DME OR GPS RWY 29L AMDT 2B...CIRCLING CATS A/B/C MDA 560/HAA 535. VOR OR GPS RWY 11R AMDT 12A...S-11R MDA 460/HAT 436 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA 560/HAA 535. CAT D MDA 700/HAA 675. VIS CAT D 2 1/4.

GEORGIA

ATLANTA

Dekalb-Peachtree

FDC 9/0408 /PDK/ FI/P DEKALB-PEACHTREE, ATLANTA, GA. ILS RWY 20L, AMDT 7A...DELETE ALL REFERENCES TO MM. THIS IS ILS RWY 20L, AMDT 7B.

Fulton County Airport-Brown Field

FDC 9/0407 /FTY/ FI/P FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. ILS RWY 8, AMDT 15D...DELETE ALL REFERENCES TO MM. THIS IS ILS RWY 8, AMDT 15E.

Peachtree City-Falcon Field

FDC 8/8649 /FFC/ FI/P PEACHTREE CITY-FALCON FIELD, ATLANTA, GA. VOR/DME RNAV OR GPS RWY 31, ORIG-B...MINIMUM SAFE ALTITUDE REETA WPT 3500. THIS IS VOR/DME RNAV OR GPS RWY 31, ORIG-C.

FDC 8/8641 /FFC/ FI/T PEACHTREE CITY-FALCON FIELD, ATLANTA, GA. VOR/DME RNAV OR GPS RWY 31, ORIG-C...VOR/DME RNAV PORTION NOT AUTHORIZED.

The William B. Hartsfield Atlanta Intl

FDC 8/8337 /ATL/ FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA, GA. EFF EXCEPT WHEN THE ATC ADVISES CRANE IS DOWN. ILS RWY 27R AMDT 2A...S-LOC 27R MDA 1440/HAT 456 ALL CATS. VIS CAT C RVR 6000 VIS CAT D 1 1/2. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 27R CAT C. ILS RWY 27L, AMDT 12A...SIDESTEP RWY 27R MDA 1440/HAT 441 ALL CATS. TEMP CRANE 1140 MSL 1.36 NM EAST OF RWY 27R THLD.

AUGUSTA

Bush Field

FDC 7/6202 /AGS/ FI/T BUSH FIELD, AUGUSTA, GA. ILS RWY 35, AMDT 25A...NDB OR GPS RWY 35, AMDT 27...PROC TURN COMPLETION MINIMUM ALTITUDE 1800.

CANTON

Cherokee County

FDC 9/0376 /47A/ FI/P CHEROKEE COUNTY, CANTON, GA. NDB RWY 4, AMDT 2...DELETE TERMINAL ROUTE WOMAC INT TO CANTON /DJD/ NDB. THIS IS NDB RWY 4, AMDT 2A.

COVINGTON

Covington Muni

FDC 9/0382 /9A1/ FI/T COVINGTON MUNI, COVINGTON, GA. GPS RWY 28, ORIG...S-28 MDA 1320/HAT 531 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1380/HAA 585 ALL CATS. NDB RWY 28, AMDT 1...S-28 MDA 1360/HAT 571 ALL CATS. VIS CAT D 1 3/4. CIRCLING: MDA 1380/HAA 585 ALL CATS. VOR/DME OR GPS RWY 10, AMDT 3...VOR/DME PORTION NOT AUTHORIZED. CIRCLING: MDA 1380/HAA 585 ALL CATS. TAKEOFF MINIMUMS...RWY 10 300-1 OR STANDARD WITH MINIMUM CLIMB OF 390 FT PER NM TO 1100. TEMP CRANE 1001 MSL 4370 FT E AND 1260 FT S OF RWY 28.

JASPER

Pickens County

FDC 6/8705 /JZP/ FI/T PICKENS COUNTY, JASPER, GA. NDB RWY 34 AMDT 1...PROC NA.

LAWRENCEVILLE

Gwinnett County-Briscoe Field

FDC 8/2578 /LZU/ FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. GPS-A ORIG...CIRCLING: MDA 1640/HAA 579 CATS A/B/C. 1340 MSL TOWER (335750.00N, 0835828.00W) 1 NM S RWY 7 THLD.

FDC 8/2577 /LZU/ FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. VOR/DME OR GPS RWY 7, AMDT 1A...S-7 MDA 1660/HAT 598 ALL CATS. CIRCLING: MDA 1660/HAA 599 CATS A/B/C. 1399 MSL ANTENNA (335639.21N/0835740.42W) 1.9 NM S RWY 7 THLD.

MACON

Middle Georgia Regional

FDC 8/4415 /MCN/ FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. GPS RWY 31, ORIG...S-31: MDA 800/HAT 448 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. TEMP CRANE 510 MSL 3 NM SE OF RWY 31.

MARIETTA

Cobb County-McCollum Field

FDC 8/9060 /RYY/ FI/T COOB COUNTY-MCCOLLUM FIELD, MARIETTA, GA. EFF EXCEPT WHEN CONTROL TOWER CLOSED OR IFR CONDITIONS EXIST. ILS RWY 27 ORIG...S-27 DH 1359/HAT 336 ALL CATS.

FDC 8/9059 /RYY/ FI/P COBB COUNTY-MCCOLLUM FIELD, MARIETTA, GA. EFF EXCEPT WHEN CONTROL TOWER CLOSED OR IFR CONDITIONS EXIST. TKOF MNMS: RWY 27 STANDARD. RWY 9: 300-1 OR STANDARD WITH A CLIMB OF 280 FT PER NM TO 1300.

MOULTRIE

Moultrie Muni

FDC 8/0998 /MGR/ FI/T MOULTRIE MUNI, MOULTRIE, GA. TAKE-OFF MINIMUMS: RWY 34: 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 370 FT PER NM TO 500. TAKE-OFF OBSTACLE 425 FT MSL TOWER 1900 FT FROM DEPARTURE END OF RUNWAY 600 FT RIGHT OF CENTERLINE.

PINE MOUNTAIN

Callaway Gardens-Harris County

FDC 8/6260 /PIM/ FI/T CALLAWAY GARDENS-HARRIS COUNTY, PINE MOUNTAIN, GA. NDB OR GPS RWY 9, AMDT 7. TERMINAL ROUTE GRANT INT TO PINE MOUNTAIN (PIM) NDB NA.

FDC 8/4166 /PIM/ FI/T CALLAWAY GARDENS-HARRIS COUNTY, PINE MOUNTAIN, GA. VOR OR GPS-A, AMDT 3...GPS PORTION NA.

SAVANNAH

Savannah Intl

FDC 8/7910 /SAV/ FI/T SAVANNAH INTL, SAVANNAH, GA. RADAR-1 AMDT 8A...S-ASR 36 MDA 500/HAT 460 ALL CATS. VIS CAT C 3/4. CIRCLING CAT E MDA 900/HAA 849. VIS CAT E 3. DELETE NOTE: S-36 CATEGORY D VISIBILITY INCREASED 1/4 MILE AND CATEGORY E VISIBILITY 1/2 MILE FOR INOP MALSR. ADD NOTE: FOR INOP MALSR INCREASE S-36 CAT E VSBY TO 1 1/2. 195 MSL TOWER 3.26 NM SOUTH RWY 36 THLD.

FDC 8/7908 /SAV/ FI/T SAVANNAH INTL, SAVANNAH, GA. ILS RWY 36 AMDT 6B...S-LOC 36 MDA 500/HAT 460 ALL CATS. VIS CAT C 3/4. VIS CAT D 1. 195 MSL TOWER 3.26 NM SOUTH RWY 36 THLD.

HAWAII

HONOLULU

Honolulu Intl

FDC 7/7534 /HNL/ FI/T HONOLULU INTL, HONOLULU, HI. ILS RWY 4R AMDT 1A...VOR OR TACAN OR GPS RWY 4R ORIG-A...VOR OR TACAN OR GPS-A...DME OR RADAR REQUIRED.

FDC 6/3035 /HNL/ FI/T HONOLULU INTL, HONOLULU, HI. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS FOR RWY 8R TO READ 500-2 OR STANDARD WITH A MNM CLIMB OF 250 FT PER NM TO 1000.

KAHULUI

Kahului

FDC 7/7104 /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...HARPO INT /IAF/: FIXED BY THE LANAI /LNY/ VORTAC RADIAL 095 AND THE 185 BEARING FROM VALLEY ISLAND /VYI/ NDB. KEIKI INT /IAF/: FIXED BY THE LANAI /LNY/ VORTAC RADIAL 095 AND THE 218 BEARING FROM VALLEY ISLAND /VYI/ NDB.

FDC 7/3639 /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB RWY 20 AMDT 10...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD CAT D 800-2 1/4. NA WHEN CONTROL TOWER CLOSED.

FDC 7/2839 /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*#. *ILS CAT D 700-2, CAT E 1200-3, LOC CAT E 1200-3. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 7/2838 /OGG/ FI/T KAHULUI, KAHULUI, HI. VOR/DME OR TACAN OR GPS RWY 20 AMDT 8...VOR RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 7/2837 /OGG/ FI/T KAHULUI, KAHULUI, HI. LOC/DME BC RWY 20 AMDT 12...NOTE: WHEN LOCAL AL-

TIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED.

FDC 7/2836 /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB/DME OR GPS RWY 2 AMDT 1B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD* *NA WHEN CONTROL TOWER CLOSED.

KAILUA-KONA

Keahole-Kona Intl

FDC 8/7280 /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. ILS/DME RWY 17 AMDT 9... LOC BC RWY 35 AMDT 8...VOR OR TACAN OR GPS RWY 17 AMDT 3...DME OR RADAR REQUIRED.

FDC 8/7279 /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. LOC RWY 17 AMDT 6...DME OR RADAR REQUIRED.

FDC 7/2879 /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. ILS/DME RWY 17, AMDT 9...LOC RWY 17, AMDT 6...LOC BC RWY 35, AMDT 8...VOR/DME TACAN OR GPS RWY 17, AMDT 3...VOR OR TACAN OR GPS RWY 35, AMDT 6...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROCEDURE NOT AUTHORIZED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTERNATE MINS: STANDARD* *NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

LANAI

Lanai City

FDC 6/1356 /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS-A AMDT 5...BOYYR INT AND GRAMY INT: DME REQUIRED.

FDC 6/1354 /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS RWY 3 AMDT 6A...GRAMY INT: DME REQUIRED.

LIHUE

Lihue

FDC 7/6789 /LIH/ FI/T LIHUE, LIHUE, HI. TAKE-OFF MINIMUMS: RWY 21...NA. DEPARTURE PROC: RWY 21...NA. SPECIAL DEPARTURE PROC: RWY 21...NA.

WAHIAWA

Wheeler AAF

FDC 7/8293 /HHI/ FI/T WHEELER AAF, WAHIAWA, HI. IWOIHI ONE DEPARTURE...CROSS IWOHI INT AT OR ABOVE 4500.

IDAHO

BOISE

Boise Air Terminal/Gowen Field

FDC 8/8527 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR TACAN RWY 10L ORIG...CIRCLING CAT E MDA 3680 HAA 812. VIS CAT E 3. IFR ALTERNATE MNMS: STANDARD CAT E 900-3.

FDC 8/3261 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI-VOR/DME OR TACAN RWY 28L, AMDT 2...ARPT ELEV 2868. RWY 28R TDZE 2868. SIDESTEP RWY 28R: CAT C MDA 3360 VIS 1 1/2 HAT 492, CAT C/E MDA 3360 VIS 2 HAT 492. CIRCLING CAT C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 8/0310 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. GPS RWY 28L, ORIG...PROC NA.

FDC 7/7806 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI-LOC/DME BC RWY 28L, AMDT 2...ARPT ELEV 2868. RWY 28R, TDZE 2868. SIDESTEP RWY 28R: CAT C MDA 3300 VIS 1 1/2 HAT 432, CAT D/E MDA 3300 VIS 2/HAT 432. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7805 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. LOC BC RWY 28L, ORIG...ARPT ELEV 2868. RWY 28R TDZE 2868. SIDESTEP RWY 28R: CAT A/B MDA 3300 VIS 1 HAT 432, CAT C MDA 3300 VIS 1 1/2 HAT 432, CAT D/E MDA 3300 VIS 2/HAT 432. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7803 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI ILS RWY 10R, AMDT 2. ARPT ELEV 2868. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7802 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI-VOR/DME OR TACAN RWY 10R, ORIG...ARPT ELEV 2868. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7801 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. GPS RWY 10L, ORIG. ARPT ELEV 2868. CIRCLING CAT A MDA 3220/HAA 352, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7800 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. ILS RWY 10R, AMDT 8B. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7799 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. MLS RWY 28L, ORIG. CIRCLING: CAT A/B/C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7798 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE,ID. NDB RWY 10R, AMDT 27. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7797 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR GPS RWY 10R, ORIG. CIRCLING; CAT A MDA 3300/HAA 432, CAT B/C 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7796 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR RWY 10R, ORIG. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7795 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR TACAN RWY 28L, AMDT 1A. ARPT ELEV 2868. RWY 28R, TDZE 2868. SIDESTEP RWY 28R: CAT A/B MDA 3360 VIS 1 HAT 492, CAT C MDA 3360 VIS 1 1/2 HAT 492, CAT D/E MDA 3360 VIS 2 HAT 492. CIRCLING: CAT A/B/C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812

COEUR D'ALENE

Coeur D'Alene Air Terminal

FDC 8/8500 /COE/ FI/T COEUR D'ALENE AIR TERMINAL, COEUR D'ALENE, ID. ILS RWY 5 AMDT 4...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 2795 FT MSL.

DRIGGS

Teton Peaks/Driggs Muni

FDC 8/5100 /U59/ FI/P TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. GPS-A, ORIG...CHANGE MISSED APPROACH INSTRUCTIONS TO 'CLIMBING RIGHT TURN TO 10000 DIRECT PIKEQ WP AND HOLD.' THIS IS GPS-A, ORIG-A.

FDC 8/4388 /U59/ FI/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. IFR DEPARTURE PROC ORIG...GPS REQUIRED. SELECT 1 NM RECEIVER SENSITIVITY, RWY 03, CLIMB VIA 033 COURSE TO EXDUH WP AND 308 COURSE TO LAMON WP, THEN: RWY 21, CLIMB VIA 213 COURSE TO ETREQ WP AND 328 COURSE TO LAMON WP, THEN: WESTBOUND CONTINUE CLIMB TO 9000 VIA V-298 TO DBS VORTAC BEFORE PROCEEDING ON COURSE. EASTBOUND CONTINUE CLIMB IN LAMON WP HOLDING PATTERN (W, RIGHT TURN, 085 INBOUND) TO 13000. THEN CONTINUE CLIMB TO MEA VIA V-298 TO DNW VORTAC BEFORE PROCEEDING ON COURSE.

FDC 7/8386 /U59/ FI/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. GPS-A ORIG...ATTN GARMIN GPS RECEIVER OWNERS: THE DATA BASE IN GARMIN RECEIVERS IDENTIFIES THE GPS INSTRUMENT APCH PROC AT TETON PEAKS/DRIGGS MUNI AS "GPS RW21" INSTEAD OF THE PUBLISHED GPS-A PROC. THIS IS A GARMIN DATA BASE NAMING DIFFERENCE ONLY. WHEN THE GPS RW21 APCH IS SELECTED, PILOTS MUST USE THE PUBLISHED GPS-A APCH CHART AND REFER TO IT AS THE GPS-A APCH IN ALL COMMUNICATIONS WITH APCH CONTROL.

HAILEY

Friedman Memorial

FDC 8/6961 /SUN/ FI/T FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS-A ORIG-A...ADD NOTE: OCCASIONAL ADF NEEDLE SWINGS AWAY FROM THE FINAL APPROACH COURSE ARE TO BE EXPECTED NORTH OF MISSED APPROACH POINT.

FDC 8/3301 /SUN/ FI/P FRIEDMAN MEMORIAL, HAILEY, ID. GPS RWY 31, ORIG...DELETE NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 31, ORIG-A.

FDC 7/1403 /SUN/ FI/T FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS-A, ORIG-A...REMOVE 'NOPT' FROM KINZE /IAF/ R-007/16.2.

LEWISTON

Lewiston-Nez Perce County

FDC 8/8748 /LWS/ FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. VOR OR GPS RWY 8 AMDT 5A...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT...ALTERNATE MINIMUMS: DELETE CONTROL ZONE NOTE.

FDC 8/8747 /LWS/ FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. VOR OR GPS RWY 26 AMDT 12A...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT...ALTERNATE MINIMUMS: DELETE CONTROL ZONE NOTE.

FDC 8/8746 /LWS/ FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. ILS RWY 26 AMDT 11...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT...

FDC 8/1152 /LWS/ FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. ILS RWY 26, AMDT 11...AUTOPILOT COUPLED APPROACHES NA BLW 2320 MSL.

POCATELLO

Pocatello Regional

FDC 8/8392 /PIH/ FI/T POCATELLO REGIONAL, POCATELLO, ID. IFR DEPARTURE PROCEDURE/TAKEOFF MINIMUMS, AMDT 3. RWYS 7/25: NOT AUTHORIZED, RWY CLOSED.

TWIN FALLS

Twin Falls/Joslin Field-Magic Valley Regional

FDC 8/8791 /TWF/ FI/T TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY REGIONAL, TWIN FALLS, ID. VOR/DME RWY 7 ORIG...VOR OR GPS RWY 7 AMDT 3...VOR RWY 25 AMDT 15...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT...ALTERNATE MINIMUMS: DELETE CONTROL ZONE NOTE.

FDC 8/8788 /TWF/ FI/T TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY REGIONAL, TWIN FALLS, ID. ILS RWY 25 AMDT 7...NDB OR GPS RWY 25 AMDT 5...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT...ALTERNATE MINIMUMS: NOT AUTHORIZED WHEN CONTROL TOWER CLOSED.

ILLINOIS

CHAMPAIGN-URBANA

University of Illinois-Willard

FDC 9/0519 /CMI/ FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN-URBANA, IL. VOR OR GPS RWY 4L, AMDT 10A...VDP NA. DME MNMS NA.

CHICAGO

Chicago-O'Hare Intl

FDC 9/0556 /ORD/ FI/T CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 22L, AMDT 4B...S-LOC 22L MDA 1080/HAT 426 ALL CATS, VIS CAT A AND B RVR 2400, CAT C AND D RVR 4000. TEMPORARY CRANE 825 FT MSL 5300 FT NE OF RWY 22L.

FDC 9/0555 /ORD/ FI/T CHICAGO-O'HARE INTL, CHICAGO, IL. TAKEOFF MINIMUMS...RWY 14R: 300-1 OR STD WITH A MINIMUM CLIMB OF 260 FT PER NM TO 1000 FT. TEMPORARY CRANE 881 FT MSL 5800 FT SE OF RWY 32L.

FDC 9/0554 /ORD/ FI/T CHICAGO-O'HARE INTL, CHICAGO, IL. TAKEOFF MINIMUMS...RWY 4R: 300-1 OR STD WITH A MINIMUM CLIMB OF 210 FT PER NM TO 900 FT. TEMPORARY CRANE 825 FT MSL 5300 FT NE OF RWY 22L.

FDC 9/0553 /ORD/ FI/T CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 32L, AMDT 1B...S-LOC 32L MDA 1140/HAT 486 ALL CATS, VIS CAT A AND B RVR 2400, CAT C RVR 4000 AND CAT D RVR 5000. TEMPORARY CRANE 881 FT MSL 5800 FT SE OF RWY 32L.

DANVILLE

Vermilion County

FDC 8/7873 /DNV/ FI/T VERMILION COUNTY, DANVILLE, IL. VOR/DME RNAV OR GPS RWY 34, AMDT 4...DLT LAFAYETTE ALSTG MNMS. DLT NOTE: USE DANVILLE ALSTG, WHEN NOT AVBL EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LAFAYETTE ALSTG. DLT: ASTERISK AT

STEPDOWN FIX ALTITUDE DLT PROFILE NOTE: ASTERISK 1540 WHEN USING LAFAYETTE ALSTG. ADD: ALTERNATE MINIMUMS STANDARD.

MOUNT VERNON

Mount Vernon

FDC 9/0622 /MVN/ FI/T MOUNT VERNON, MOUNT VERNON, IL. VOR RWY 5, AMDT 15...S-5 MDA 1040/HAT 571 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. CIRCLING MDA 1040/HAA 571 CAT A/B/C/

INDIANA

FORT WAYNE

Smith Field

FDC 8/6061 /SMD/ FI/T SMITH FIELD, FORT WAYNE, IN. VOR OR GPS RWY 13, AMDT 8...MISSED APROACH: CLIMB TO 1900, THEN CLIMBING LEFT TURN TO 2600 DIRECT OLK VOR AND HOLD.

FDC 8/4315 /SMD/ FI/T SMITH FIELD, FORT WAYNE, IN. VOR OR GPS RWY 13, AMDT 8...S-13: MDA 1380/HAT 546 ALL CATS, VIS CAT C 1 1/2. CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE FORT WAYNE INTL ALTIMETER SETTING.

FRANKFORT

Frankfort Muni

FDC 8/8129 /FKR/ FI/T FRANKFORT MUNI, FRANKFORT, IN. GPS RWY 27, ORIG...S-27 STRAIGHT IN MINIMUMS NOT AUTHORIZED.

INDIANAPOLIS

Indianapolis Intl

FDC 8/6878 /IND/ INDIANAPOLIS INTL, INDIANAPOLIS, IN. RADAR-1, AMDT 31...S-ASR-14, NA. S-ASR-32, NA.

FDC 8/4191 /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5R, AMDT 1...ILS RWY 5R (CAT II), AMDT 1...ILS RWY 5R (CAT III) AMDT 1...TERMINAL ROUTE SHB VORTAC TO OQ LOM NA.

FDC 7/7001 /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5L, ORIG...LOC S-5L MDA 1300/HAT 552 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA CAT A 1300/HAA 503, CATS B,C MDA 1320/HAA 523. NDB RWY 5L, ORIG...S-5L MDA 1340/HAT 592 ALL CATS. CIRCLING MDA CATS A,B,C 1340/HAA 543. ILS RWY 5R, AMDT 1. ILS RWY 14, AMDT 4. ILS RWY 23L, AMDT 1. ILS RWY 23R, ORIG. ILS RWY 32, AMDT 17A. VOR OR GPS RWY 14, AMDT 25. NDB OR GPS RWY 5R, AMDT 1. NDB OR GPS RWY 23L, AMDT 1. NDB OR GPS RWY 32, AMDT 14...CIRCLING CATS B,C MDA 1320/HAA 523.

SHELBYVILLE

Shelbyville Muni

FDC 8/8486 /GEZ/ FI/T SHELBYVILLE MUNI, SHELBYVILLE, IN. VOR OR GPS RWY 18, AMDT 9...PROC NA.

SULLIVAN

Sullivan County

FDC 9/0234 /SIV/ FI/P SULLIVAN COUNTY, SULLIVAN, IN. NDB RWY 36, AMDT 6...TERMINAL ROUTE TERRE HAUTE (TTH) VORTAC, IN, TO SULLIVAN (SIV) NDB, IN, MIN ALT 2600. THIS IS NDB RWY 36, AMDT 6A.

FDC 9/0233 /SIV/ FI/P SULLIVAN COUNTY, SULLIVAN, IN. VOR/DME OR GPS-A, AMDT 1...TERMINAL ROUTE TERRE HAUTE (TTH) VORTAC, IN, TO ROBINSON (RSV) VOR/DME, IL, MIN ALT 2600. THIS IS VOR/DME OR GPS-A, AMDT 1A.

FDC 8/8919 /SIV/ FI/T SULLIVAN COUNTY, SULLIVAN, IN. NDB RWY 36, AMDT 6...GPS RWY 36, ORIG...S-36 STRAIGHT IN MINIMUMS NOT AUTHORIZED.

VALPARAISO

Porter County Muni

FDC 9/0520 /VPZ/ FI/P PORTER COUNTY MUNI, VALPARAISO, IN. ILS RWY 27, AMDT 2C...CIRCLING: MDA 1240/HAA 469 CAT A, MDA 1260/HAA 489 CAT B. MISSED APPROACH: CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 2600 DIRECT VP LOM AND HOLD. THIS IS ILS RWY 27, AMDT 2D.

IOWA

ANKENY

Ankeny Rgnl

FDC 8/7104 /IKV/ FI/T ANKENY REGIONAL, ANKENY, IA. GPS RWY 36, ORIG...S-36 MNMS NA.

BURLINGTON

Burlington Regional

FDC 8/5688 /BRL/ FI/T BURLINGTON REGIONAL, BURLINGTON, IA. ILS RWY 36, AMDT 9C...S-ILS 36 DH 944/HAT 250 ALL CATS. VIS CAT D 3/4.

CLARINDA

Schenck Field

FDC 8/9134 /ICL/ FI/P SCHENCK FIELD, CLARINDA, IA. NDB OR GPS-A, AMDT 4...DLT NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE OMAHA ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET. CHG CIRCLING NOTE TO READ: CIRCLING NA WEST OF RWY 2-20 FOR CAT C AND D. THIS IS NDB OR GPS-A, AMDT 4A.

CLARION

Clarion Muni

FDC 8/9132 /CAV/ FI/P CLARION MUNI, CLARION, IA. NDB OR GPS RWY 14, AMDT 3...DLT NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT DODGE ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. THIS IS NDB OR GPS RWY 14, AMDT 3A.

COUNCIL BLUFFS

Council Bluffs Muni

FDC 8/9133 /CBF/ FI/P COUNCIL BLUFFS MUNI, COUNCIL BLUFFS, IA. VOR OR GPS-A, AMDT 4...DLT NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE OMAHA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. ALT MNMS: STANDARD. THIS IS VOR OR GPS-A, AMDT 4A.

CRESTON

Creston Muni

FDC 8/9135 /CSQ/ FI/P CRESTON MUNI, CRESTON, IA. NDB OR GPS RWY 34, AMDT 1...DLT NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE DES MOINES ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. THIS IS NDB OR GPS RWY 34, AMDT 1A.

DES MOINES

Des Moines Intl

FDC 8/3484 /DSM/ FI/T DES MOINES INTL, DES MOINES, IA. LOC RWY 5, AMDT 1...S-5 MDA 1360/HAT 424 ALL CATS.

DENISON

Denison Muni

FDC 8/9084 /DNS/ FI/P DENISON MUNI, DENISON, IA. NDB OR GPS RWY 30, AMDT 4...DLT NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE OMAHA ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. THIS IS NDB OR GPS RWY 30, AMDT 4A.

DUBUQUE

Dubuque Regional

FDC 8/0657 /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. NDB OR GPS RWY 31, AMDT 8B...S-31 CATS A-B VIS 5000.

FDC 8/0656 /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. VOR RWY 31, AMDT 11B...S-31 VIS CATS A-B 5000. DME MINIMUMS, S-31 VIS CATS A-B 5000, CAT C 6000.

FDC 8/0655 /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. ILS RWY 31, AMDT 10C...S-ILS 31 VIS ALL CATS 2400. S-LOC 31 VIS CATS A-B 2400, CAT C 4000, CAT D 5000.

FOREST CITY

Forest City Muni

FDC 8/2110 /FXY/ FI/T FOREST CITY MUNI, FOREST CITY, IA. VOR/DME OR GPS-A, AMDT 2B...VOR/DME RNAV OR GPS RWY 33, ORIG-A...NDB RWY 33, ORIG-B...CIRCLING MDA 2080/HAA 850 CAT D, VSBY 2-3/4 CAT D.

MAQUOKETA

Maquoketa Muni

FDC 8/5958 /OQW/ FI/T MAQUOKETA MUNI, MAQUOKETA, IA. NDB OR GPS RWY 15, AMDT 2B...S-15 MDA 1720/HAT 951 CATS A/B. VIS CAT B 1 1/2. CIRCLING CATS A/B MDA 1720/HAA 951. VIS CAT B 1 1/2.

FDC 7/4612 /OQW/ FI/T MAQUOKETA MUNI, MAQUOKETA, IA. RNAV OR GPS RWY 33, ORIG-A...DELETE LOCAL ALTIMETER SETTING MNMS. CHANGE NOTE TO READ: USE DUBUQUE ALTIMETER SETTING, IF NOT RECEIVED PROC NA.

SPENCER

Spencer Muni

FDC 8/9083 /SPW/ FI/P SPENCER MUNI, SPENCER, IA. ILS RWY 12, AMDT 1...DELETE: WORTHINGTON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WORTHINGTON ALTIMETER SETTING. THIS IS ILS RWY 12, AMDT 1A.

FDC 8/9082 /SPW/ FI/P SPENCER MUNI, SPENCER, IA. NDB RWY 12, AMDT 1...DELETE: WORTHINGTON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WORTHINGTON ALTIMETER SETTING. THIS IS NDB RWY 12, AMDT 1A.

FDC 8/9081 /SPW/ FI/P SPENCER MUNI, SPENCER, IA. VOR OR GPS RWY 12, AMDT 2...DELETE: WORTHINGTON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WORTHINGTON ALTIMETER SETTING. DELETE ALTERNATE MINIMUMS NOTE: NA EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. THIS IS VOR OR GPS RWY 12, AMDT 2A.

FDC 8/9078 /SPW/ FI/P SPENCER MUNI, SPENCER, IA. NDB RWY 30, AMDT 8...DELETE: WORTHINGTON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WORTHINGTON ALTIMETER SETTING. ALTERNATE MINIMUMS: NA. THIS IS NDB RWY 30, AMDT 8A.

FDC 8/9077 /SPW/ FI/P SPENCER MUNI, SPENCER, IA. VOR OR GPS RWY 30, AMDT 2...DELETE: WORTHINGTON ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE WORTHINGTON ALTIMETER SETTING. DELETE ALTERNATE MINIMUMS NOTE: NA EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. THIS IS VOR OR GPS RWY 30, AMDT 2A.

WASHINGTON

Washington Muni

FDC 8/9069 /AWG/ FI/P WASHINGTON MUNI, WASHINGTON, IA. VOR/DME RNAV OR GPS RWY 31, AMDT 4A...DLT NOTE: IF LOCAL ALTIMETER NOT RECEIVED, USE CEDAR RAPIDS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET. THIS IS VOR/DME RNAV OR GPS RWY 31, AMDT 4B.

FDC 8/9068 /AWG/ FI/P WASHINGTON MUNI, WASHINGTON, IA. NDB RWY 31, AMDT 1...DLT NOTE: IF LOCAL ALTIMETER NOT RECEIVED, USE CEDAR RAPIDS ALTIMETER RAPIDS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET. THIS IS NDB RWY 31, AMDT 1A.

FDC 8/9067 /AWG/ FI/P WASHINGTON MUNI, WASHINGTON, IA. VOR/DME RWY 36, ORIG...DLT NOTE: IF LOCAL ALTIMETER NOT RECEIVED, USE CEDAR RAPIDS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET. THIS IS VOR/DME RWY 36, ORIG-A.

KANSAS

BURLINGTON

Coffey County

FDC 8/1662 /UKL/ FI/T COFFEY COUNTY, BURLINGTON, KS. NDB OR GPS RWY 36, AMDT 1...S-36 MDA 1840/HAT 668 ALL CATS. CIRCLING MDA 1840/HAA 667 ALL CATS. EMPORIA ALST MNMS: S-36 MDA 1920/HAT 748 ALL CATS, VIS CAT C 2 1/4. CIRCLING MDA 1920/HAA 747 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4.

CONCORDIA

Blosser Muni

FDC 8/5543 /CNK/ FI/T BLOSSER MUNI, CONCORDIA, KS. NDB OR GPS RWY 17, AMDT 1A...S-17 MDA 2220/HAT 738 ALL CATS, VIS CAT C 2. CIRCLING MDA

2220/HAA 734 ALL CATS, VIS CAT C 2. TERMINAL ROUTE: TKO VORTAC TO CNK NDB MIN ALT 3200.

HUTCHINSON

Hutchinson Muni

FDC 7/7981 /HUT/ FI/T HUTCHINSON MUNI, HUTCHINSON, KS. VOR OR GPS RWY 3, AMDT 18B...CHANGE MISSED APPROACH TO READ: CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. HOLD SW HUT VOR/DME LT 033 INBOUND 3100 FT IN LIEU OF PT (IAF) MINIMUM ALTITUDE AT HUT 3000 (FAF).

FDC 7/7960 /HUT/ FI/T HUTCHINSON MUNI, HUTCHINSON, KS. ILS RWY 13, AMDT 15A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. LOC BC RWY 31, AMDT 13A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. VOR/DME RWY 21, AMDT 5B...CHANGE MISSED APPROACH TO READ: CLIMB TO 3100 DIRECT HUT VOR/DME AND HOLD. NDB OR GPS RWY 13, AMDT 14B...CHANGE MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD.

KINGMAN

Kingman Muni

FDC 8/8200 /9K8/ FI/T KINGMAN MUNI, KINGMAN, KS. VOR/DME RWY 18, AMDT 1...GPS RWY 18, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA.

MANHATTAN

Manhattan Regional

FDC 9/0626 /MHK/ FI/T MANHATTAN REGIONAL, MANHATTAN, KS. ILS RWY 3, AMDT 6B...VOR/DME OR GPS-F, ORIG-A...VOR-H, AMDT 14A...CIRCLING MDA 1760/HAA 704 CAT D. VIS CAT D 2 1/4. VOR OR GPS RWY 3, AMDT 17A...DME MNMS: CIRCLING MDA 1760/HAA 704 CAT D. VIS CAT D 2 1/4.

FDC 9/0624 /MHK/ FI/P MANHATTAN REGIONAL, MANHATTAN, KS. ILS RWY 3, AMDT 6A...DELETE ALL REFERENCE TO MIDDLE MARKER. THIS IS ILS RWY 3, AMDT 6B.

NEWTON

Newton-City-County

FDC 8/5469 /EWK/ FI/T NEWTON-CITY-COUNTY, NEWTON, KS. ILS RWY 17, AMDT 2B...CIRCLING MDA 2000/HAA 467 CAT A/B/C, MDA 2100/HAA 567 CAT D. ADD NOTE ADF REQUIRED. NDB RWY 35, AMDT 2A...S-35 MDA 1960/HAT 433 ALL CATS, VIS CAT D 1 1/2. CIRCLING MDA 2000/HAA 467 CAT A/B/C. MDA 2100/HAA 567 CAT D. VOR/DME OR GPS-A, ORIG-A...CIRCLING MDA 2000/HAA 467 CAT A/B/C. MDA 2100/HAA 567 CAT D. NDB OR GPS RWY 17, AMDT 3A...CIRCLING HAA 487 CAT A/B/C. MDA 2100/HAA 567 CAT D.

OLATHE

Olathe/Johnson County Executive

FDC 8/1373 /OJC/ FI/T OLATHE/JOHNSON COUNTY EXECUTIVE, OLATHE, KS. LOC RWY 18, AMDT 6A...CIRCLING MDA 1540/HAA 444 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1640/HAA 544 ALL CATS. VOR RWY 36, AMDT 10A...DME MINIMUMS: CIRCLING MDA 1540/HAA 444 CAT A. NDB OR GPS RWY 18, AMDT 3B...CIRCLING MDA 1540/HAA 444 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1640/HAA 544 ALL CATS.

PHILLIPSBURG

Phillipsburg Muni

FDC 8/6039 /PHG/ FI/T PHILLIPSBURG MUNI, PHILLIPSBURG, KS. NDB OR GPS RWY 31, AMDT 6A...STRAIGHT IN MNMS NA.

PITTSBURG

Atkinson Muni

FDC 8/8609 /PTS/ FI/T ATKINSON MUNI, PITTSBURG, KS. NDB OR GPS RWY 16, AMDT 3...S-16 MDA 1660/HAT 733 ALL CATS, CIRCLING MDA 1660/HAA 712 ALL CATS. WATER TOWER 1200 MSL 6.5 NM NORTH OF RWY 16.

RUSSELL

Russell Muni

FDC 8/8237 /RSL/ FI/T RUSSELL MUNI, RUSSELL, KS. VOR/DME OR GPS-A, AMDT 4...VOR/DME PORTION NA.

SALINA

Salina Muni

FDC 9/0535 /SLN/ FI/P SALINA MUNI, SALINA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 2 OF 3, DATED 28 JAN 1999, PAGE 300, VOR RWY 17, AMDT 1...NOTE SECTION: CAT D CIRCLING NA SHOULD READ CAT D AND E CIRCLING NA SOUTHWEST OF RWY 12/30.

FDC 9/0534 /SLN/ FI/P SALINA MUNI, SALINA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 2 OF 3, DATED 28 JAN 1999, PAGE 305, GPS RWY 35, ORIG...PROFILE SECTION: DIGBY WP SHOULD READ DIGBE WP.

SMITH CENTER

Smith Center Muni

FDC 8/5631 /K82/ FI/T SMITH CENTER MUNI, SMITH CENTER, KS. VOR/DME OR GPS-A, AMDT 1A...PROC NA.

TOPEKA

Forbes Field

FDC 9/0525 /FOE/ FI/T FORBES FIELD, TOPEKA, KS. NDB OR GPS RWY 13, AMDT 5A...PT OUTBOUND COURSE 310. FINAL APPROACH COURSE 130. GPS PORTION UNUSABLE. ADD NOTE: ALTERNATE MNMS NA. NDB OR GPS 31, AMDT 7B...ADD NOTE: ALTERNATE MNMS NA. ILS RWY 31, AMDT 8B...ADD NOTE: LOCALIZER ALTERNATE MNMS NA.

FDC 8/1262 /FOE/ FI/T FORBES FIELD, TOPEKA, KS. VOR/DME OR TACAN OR GPS RWY 21, AMDT 6A...S-21 MDA 1440/HAT 393 ALL CATS. PHILLIP BILLARD ALSTG MNMS: S-21 MDA 1500/HAT 453 ALL CATS.

Philip Billard Muni

FDC 9/0432 /TOP/ FI/P PHILIP BILLARD MUNI, TOPEKA, KS. CORRECT U.S. TERMINAL PROCEDURES, CHANGE NOTICE, DATED 31 DEC 1998, PAGE 91, LOC BC RWY 31, AMDT 19...PLAN VIEW: REMOVE IAF FROM POACH INT.

FDC 8/9169 /TOP/ FI/P PHILIP BILLARD MUNI, TOPEKA, KS. CORRECT U.S. TERMINAL PROCEDURES, CHANGE NOTICE, DATED 31 DEC 1998, PAGE 91, LOC BC RWY 31, AMDT 19...PLAN VIEW: INTERCEPT FAC AT UJASA/RADAR AT 13 DME ARC.

WICHITA

Colonel James Jabara

FDC 8/7048 /AAO/ FI/P COLONEL JAMES JABARA, WICHITA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 2 OF 3, DATED 8 OCT 1998, PAGE 359, GPS RWY 18, ORIG. PLAN VIEW: REMOVE (IAF) FROM CAWBU/ICT 21 DME. PROFILE VIEW: CHANGE FAF SPELLING TO DODJU VICE DODJE.

FDC 8/7047 /AAO/ FI/P COLONEL JAMES JABARA, WICHITA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 2 OF 3, DATED 8 OCT 1998, PAGE 357, VOR/DME RNAV RWY 18, AMDT 3, PLAN VIEW: DELETE ICT FEEDER ROUTE.

Wichita Mid-Continent

FDC 8/5592 /ICT/ FI/T WICHITA MID-CONTINENT, WICHITA, KS. ILS RWY 1L, AMDT 2A...ILS RWY 19R, AMDT 4...LOC BC RWY 19L, AMDT 15...VOR/DME RNAV OR GPS RWY 1L, AMDT 1A...GPS RWY 32, ORIG...CIRCLING MDA 1820/HAA 488 CATS A/B. ILS RWY 1R, AMDT 16B...S-LOC 1R MDA 1700/HAT 380 ALL CATS. CIRCLING MDA 1820/HAA 688 CATS A/B. VOR OR GPS RWY 14, AMDT 1...DME MNMS: CIRCLING MDA 1820/HAA 488 CATS A/B. NDB OR GPS RWY 1R, AMDT 15...S-1R MDA 1740/HAT 420 ALL CATS. CIRCLING MDA 1820/HAA 488 CATS A/B. TEMPORARY CRANE 1514 MSL 823 FT NE OF RWY 1R.

KENTUCKY

LOUISVILLE

Bowman Field

FDC 9/0730 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR RWY 24, AMDT 7...TERMINAL ROUTE IIU VORTAC TO BQM VOR/DME NA. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 VIA HEADING 180 DEGREES AND IIU VORTAC R-279 TO IIU VORTAC AND HOLD. HOLD SOUTHEAST, RIGHT TURN, 300 INBOUND. NOTE: RADAR REQUIRED.

FDC 9/0550 /LOU/ FI/P BOWMAN FIELD, LOUISVILLE, KY. GPS RWY 24, ORIG...S-24 MDA 1080/HAT 534 ALL CATS. CIRCLING 1080/HAA 533 ALL CATS. THIS IS GPS RWY 24, ORIG-A.

FDC 8/1641 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR OR GPS RWY 14, AMDT 9...VOR PORTION NA.

FDC 8/1639 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR RWY 32 AMDT 14...PROCEDURE NA.

FDC 8/1638 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. NDB OR GPS RWY 32 AMDT 15...NDB PORTION ONLY: TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 DIRECT LAANG LOM AND HOLD. HOLD SOUTH, RIGHT TURN, 347 INBOUND. NOTE: RADAR REQUIRED.

Louisville Intl-Standiford Field

FDC 8/8912 /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35R AMDT 2 (CAT III)...PROC NA.

FDC 8/1647 /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. VOR OR TACAN RWY 29, AMDT 22A...PROC NA.

FDC 8/1646 /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29, AMDT 22A...TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. NOTE: RADAR REQUIRED.

SOMERSET

Somerset-Pulaski County

FDC 8/6505 /SME/ FI/T SOMERSET-PULASKI COUNTY-J.T. WILSON FIELD, SOMERSET, KY. TKOF MNMS RWY 4, 500-3. RWY 22, 300-1. DEP PROC RWY 4: CLIM HEADING 060 DEGREES TO 2700 BEFORE TURNING NORTH. DEP PROC RWY 22: CLIMB RUNWAY HEADING TO 1700 BEFORE TURNING EAST.

FDC 8/2262 /SME/ FI/T SOMERSET-PULASKI COUNTY-J.T. WILSON FIELD, SOMERSET, KY. GPS RWY 22, ORIG...S-22 MDA 1820/HAT 893 ALL CATS. VIS CAT A AND B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING MDA 1820/HAA 933 ALL CATS. VIS CATS A AND B 1 1/4, CAT C 2 3/4, CAT D 3.

LOUISIANA

ALEXANDRIA

Alexandria Esler Regional

FDC 8/7466 /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32, AMDT 13B...VOR PORTION NA.

FDC 8/3047 /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32, AMDT 13B...S-32 MDA 480/HAT 387 ALL CATS. MISSED APPROACH: CLIMB TO 3000 DIRECT ESF VORTAC AND HOLD.

FDC 5/0104 /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32 AMDT 13B...NDB OR GPS RWY 26 AMDT 7C...CHG NOTE TO READ: WHEN ATCT CLSD, USE ALEXANDRIA INTL ALSTG AND INCREASE ALL MDAS 40 FT.

BATON ROUGE

Baton Rouge Metropolitan/Ryan Field

FDC 8/5880 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. ILS RWY 13, AMDT 25...NDB OR GPS RWY 13, AMDT 23...NDB RWY 31, AMDT 1A...GPS RWY 31, ORIG...DLT "WHEN CONTROL TOWER CLOSED; RWY 13-31 CLOSED, STRAIGHT-IN MINIMUMS NA.

FDC 8/5601 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. RADAR-1, AMDT 9A...S-4L MDA 860/HAT 791 ALL CATS. VIS CATS A/B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2. S-13 MDA 560/HAT 492 ALL CATS. VIS CAT A/B 3/4. S-22R VIS CAT A/B 4000. S-31 MDA 520/HAT 451 ALL CATS. VIS CATS A/B 1 1/4, CAT D 1 1/2. CIRCLING MDA 860/HAA 790 ALL CATS. VIS CATS A/B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2.

FDC 6/3665 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 13 AMDT 23, NDB RWY 31 AMDT 1A, ILS RWY 13 AMDT 25...MSA BT 25 NM BEARING 040 CW TO BEARING 280 2300 FT.

FDC 6/3343 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB RWY 31, AMDT 1A...TRML RTE: BATON ROUGE VORTAC TO CREOL INT MAINTAIN 2100 FT. PROC TURN: MAINTAIN 2100 FT OUTBOUND.

FDC 5/2689 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 31 AMDT 1A...S-31 ALL CATS MDA 840/HAT 771; CAT A VIS 3/4, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D

VIS 2-1/2. CIRCLING ALL CATS MDA 840/HAA 770; CAT A VIS 1, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. INOPERATIVE TABLE DOES NOT APPLY TO CAT B AND C.

COVINGTON

Greater St. Tammany

FDC 7/7356 /LA08/ FI/T GREATER ST. TAMMANY, COVINGTON, LA. VOR/DME OR GPS-A, ORIG...CAT A AND CAT B CIRCLING MDA 540, HAA 501.

HAMMOND

Hammond Muni

FDC 8/1116 /OR9/ FI/T HAMMOND MUNI, HAMMOND, LA. GPS RWY 31, ORIG...S-31 MDA 440/HAT 397 ALL CATS. DELETE GLIDE SLOPE COMPUTER SETTING.

HOUMA

Houma-Terrebonne

FDC 8/7987 /HUM/ FI/T HOUMA-TERREBONNE, HOUMA, LA. VOR/DME RNAV RWY 36, AMDT 4B. PROC NA.

MONROE

Monroe Regional

FDC 6/6914 /MLU/ FI/T MONROE REGIONAL, MONROE, LA. RADAR-1, AMDT 5...CIRCLING MINIMA: MDA 680 HAA 601 ALL CATS; VIS CATS A/B 1, CAT C 1 3/4, CAT D 2.

FDC 4/5601 /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR/DME RWY 4 ORIG...S-4 MDA/HAT 520/442 ALL CATS.

FDC 4/5600 /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR RWY 4 AMDT 17...DME MINIMA: S-4 MDA/HAT 520/442 ALL CATS.

NEW ORLEANS

Lakefront

FDC 9/0513 /NEW/ FI/P LAKEFRONT, NEW ORLEANS, LA. ILS RWY 18R, AMDT 12...DLT ALL REFERENCE TO MIDDLE MARKER. THIS IS ILS RWY 18R AMDT 12A.

RAYVILLE

John H. Hooks, Jr. Memorial

FDC 7/2034 /M79/ FI/T JOHN H. HOOKS JR. MEMORIAL, RAYVILLE, LA. GPS RWY 36 ORIG...PROC NA.

SPRINGHILL

Springhill

FDC 7/4312 /SPH/ FI/T SPRINGHILL, SPRINGHILL, LA. NDB RWY 35, ORIG...PROC NA.

SULPHUR

Southland Field

FDC 8/8908 /L75/ FI/P SOUTHLAND FIELD, SULPHUR, LA. LOC RWY 15 AMDT 1...S-15 VIS CAT D 1. THIS IS LOC RWY 15, AMDT 1A.

FDC 8/8907 /L75/ FI/P SOUTHLAND FIELD, SULPHUR, LA. NDB RWY 15, AMDT 1...CHANGE NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY TO S-15 CATS C AND D. THIS IS NDB RWY 15, AMDT 1A.

RUSTON

Ruston Regional

FDC 8/6923 /RSN/ FI/T RUSTON REGIONAL, RUSTON, LA. GPS RWY 18, ORIG...DELETE NOTE: IF LOCAL ALTIMETER NOT RECEIVED, USE MONROE ALTIMETER SETTING AND INCREASE ALL MDAs 100 FEET.

MAINE

BANGOR

Bangor Intl

FDC 8/2273 /BGR/ FI/T BANGOR INTL, BANGOR, ME. HI-ILS/DME RWY 15 ORIG...S-LOC 15: MDA 700/HAT 508 ALL CATS VIS CAT C RVR 5000. CIRCLING: MDA 700/HAT 508 CAT C. BGR VORTAC STEPDOWN FIX NA.

FRENCHVILLE

Northern Aroostook Regional

FDC 8/7591 /FVE/ FI/T NORTHERN AROOSTOOK REGIONAL, FRENCHVILLE, ME. NDB RWY 32 AMDT 5...TERMINAL ROUTE PQI VORTAC TO FVE NDB NA.

FRYEBURG

Eastern Slopes Regional

FDC 6/4914 /IZG/ FI/T EASTERN SLOPES REGIONAL, FRYEBURG, ME. DEP PROC: RWY 14...CLIMB DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE. RWY 32...CLIMBING RIGHT TURN DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE.

GREENVILLE

Greenville Muni

FDC 8/5902 /3B1/ FI/T GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14 AMDT 4A...TERMINAL ROUTE FROM AUG VOR/DME TO XQA NDB MNM ALT 6500.

Greenville Seaplane Base

FDC 8/5903 /52B/ FI/T GREENVILLE SEAPLANE BASE, GREENVILLE, ME. NDB OR GPS-A AMDT 4...TERMINAL ROUTE FROM AUG VOR/DME TO XQA NDB MNM ALT 6500.

PRINCETON

FDC 5/6012 /PNN/ FI/T PRINCETON MUNI, PRINCETON, ME. VOR OR GPS RWY 15 AMDT 10...VOR PORTION NA.

MARYLAND

BALTIMORE

Baltimore-Washington Intl

FDC 9/0570 /BWI/ FI/P BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. VOR/DME RWY 4 AMDT 1B...CHANGE MISSED APPROACH TO READ: CLIMB TO 2500 VIA BAL R-105 TO BOAST INT AND HOLD. THIS IS VOR/DME RWY 4 AMDT 1C.

FDC 9/0569 /BWI/ FI/P BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. ILS RWY 10 AMDT 17...ILS RWY 10 AMDT 17 (CAT II)...ILS RWY 10 AMDT 17 (CAT III)...CHANGE MISSED APPROACH TO READ: CLIMB TO 2500 VIA BAL R-105 TO BOAST INT AND HOLD. THIS IS ILS RWY 10 AMDT 17A, ILS RWY 10 (CAT II) AMDT 17A AND ILS RWY 10 (CAT III) AMDT 17A.

FDC 9/0568 /BWI/ FI/P BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. VOR/DME RWY 15L ORIG-A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2500 VIS BAL R-105 TO BOAST INTL AND HOLD. THIS IS VOR/DME RWY 15L ORIG-B.

FDC 9/0567 /BWI/ FI/P BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. VOR OR GPS RWY 10 AMDT 15...CHANGE MISSED APPROACH TO READ: CLIMB TO 2500 VIA BAL R-105 TO BOAST INT AND HOLD. THIS IS VOR OR GPS RWY 10 AMDT 15A.

Martin State

FDC 8/3295 /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. VOR/DME OR TACAN-1 RWY 15 AMDT 4A...PROC NA.

CHURCHVILLE

Harford County

FDC 8/6085 /0W3/ FI/T HARFORD COUNTY, CHURCHVILLE, MD. VOR/DME-A ORIG...PROC NA.

CUMBERLAND

Greater Cumberland Regional

FDC 8/3527 /CBE/ FI/T GREATER CUMBERLAND REGIONAL, CUMBERLAND, MD. NDB-A AMDT 8...PROC NA.

FREDRICK

Fredrick Muni

FDC 8/8519 /FDK/ FI/T FREDRICK MUNI, FREDRICK, MD. ILS RWY 23 AMDT 3...DELETE 175K SPEED RESTRICTION FROM RICKE INT/OM HOLDING PATTERN.

LEONARDTOWN

ST Mary's County

FDC 8/8987 /2W6/ FI/T ST MARYS COUNTY, LEONARDTOWN, MD. VOR RWY 11 AMDT 4...DME NMNS: CIRCLING MDA 700/HAA 557 CAT A/B. VOR OR GPS RWY 29 AMDT 5...S-29 MDA 700/HAT 557 CAT A/B. CIRCLING MDA 700/HAA 557 CAT A/B. GPS RWY 11 ORIG...S-11 MDA 530/HAT 387 CAT A/B. CIRCLING MDA 700/HAA 557 CAT A/B.

MASSACHUSETTS

BOSTON

General Edward Lawrence Logan Intl

FDC 7/3431 /BOS/ FI/T GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27 AMDT 2...S-27 MDA 540/HAT 523 ALL CATS, CATS A/B RVR 5000, CAT C VIS 1 1/2, CAT D VIS 1 3/4. VDP 1.63 DME, VDP DISTANCE TO THR 1.52 NM. VOR/DME RWY 33L AMDT 2A...S-33L MDA 540/HAT 523 ALL CATS, CATS A/B RVR 2400 CAT C RBR 5000, CAT D 6000. VDP 1.52 DME, VDP DISTANCE TO THR 1.46 NM. TEMP CRANE 284 MSL 1.5 NM AND 285 MSL 1.6 NM SE OF RWY 27.

LAWRENCE

Lawrence Muni

FDC 6/1162 /LWM/ FI/T LAWRENCE MUNI, LAWRENCE, MA. ILS RWY 5 AMDT 2...GRAPS INT MNMS: S-LOC MDA 580/HAT 436, VSBY CAT C 1-1/4, CAT D 1-1/2.

MARSHFIELD

Marshfield

FDC 8/9107 /3B2/ FI/T MARSHFIELD, MARSHFIELD, MA. GPS RWY 6 ORIG...S-6 MDA 520/HAT 509. CIRCLING CAT A MDA 520/HAA 509. BOSTON-LOGAN ALSTG MNMS S-6 MDA 580/HAT 569.

FDC 8/9106 /3B2/ FI/T MARSHFIELD, MARSHFIELD, MA. NDB RWY 6 AMDT 4...2-6: MDA 580/HAT 569. CIRCLING: CAT A MDA 580/HAA 569. BOSTON LOGAN ALSTG MNMS: S-6: MDA 640/629. CIRCLING CAT A MDA 640/HAA 629.

PALMER

Metropolitan

FDC 6/1341 /PMX/ FI/T METROPOLITAN, PALMER, MA. NDB OR GPS RWY 4 ORIG...NDB PORTION NA.

MICHIGAN

ALLEGAN

Padgham Field

FDC 8/0308 /35D/ FI/T PADGHAM FIELD, ALLEGAN, MI. VOR OR GPS RWY 28, AMDT 13...RWY 28 TDZE ELEVATIN 704. S-28 MDA 1460/HAA 756 ALL CATS. VIS CAT B 1-1/4, CAT C 2-1/4. CIRCLING MDA 1460/HAA 752 ALL CATS, VIS CAT B 1-1/4 CAT C 2-1/4. CHANGE NOTE DUAL VOR OR DME MNMS TO READ: FONFO INT MNMS. FONFO INT MNMS...S-28 MDA 1400/HAT 696 ALL CATS, VIS CAT C 2. CIRCLING MDA 1400/HAA 692 ALL CATS. VIS CAT C 2. CHANGE PROFILE NOTE TO READ: 1460 (ASTERISK) 1560 WHEN USING GRAND RAPIDS ALSTG.

DETROIT

Detroit Metropolitan Wayne County

FDC 8/7993 /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 21L, AMDT 8A...S-LOC 21L MDA 1160/HAT 528 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 910 FT MSL 3.5 NM NE OF RWY 21L.

FDC 8/7992 /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 21R, AMDT 26A...S-LOC 21R MDA 1160/HAT 523 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. TEMPORARY CRANE 910 FT MSL 3.5 NM NE OF RWY 21R.

FDC 8/7991 /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. VOR OR GPS RWY 21R, AMDT 1B...S-21R MDA 1160/HAT 523 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. TEMPORARY CRANE 910 FT MSL 3.5 NM NE OF RWY 21R.

FDC 8/1933 /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 27R, AMDT 10A...GLIDESLOPE ALT AT OM 2528, TCH 50. DELETE ALL REFERENCE TO MM.

DOWAGIAC

Dowagiac Muni

FDC 8/7577 /C91/ FI/T DOWAGIAC MUNI, DOWAGIAC, MI. VOR/DME RNAV OR GPS RWY 27, AMDT 6...VOR OR GPS-A, AMDT 9...LOCAL ALSTG MNMS NA.

GRAND RAPIDS

Kent County Intl

FDC 8/8206 /GRR/ FI/T KENT COUNTY INTL, GRAND RAPIDS, MI. VOR RWY 17, ORIG-B...S-17 MDA 1260/HAT 471 ALL CATS. VIS CAT C 1-1/4. CAT D 1-1/2.

SOUTH HAVEN

South Haven Area Regional

MIRL RY 04/22 PRESET LOW INTST DUSK-2300; TO INCR INTST ACTVT - CTAF. AFT 2300 ACTVT - CTAF. RY 32 THLD NOW DSPLCD 762 FT.(11/98)

TRAVERSE CITY

Cherry Capital Arpt ILS Ry 28

(I-TVC) MM DCMSND.(11/98)

TROY

Oakland/Troy

FDC 7/5057 /7D2/ FI/T OAKLAND/TROY, TROY, MI. GPS RWY 9, ORIG...PROC NA.

WATERVLIET

Watervliet Muni

RY 02 THLD NOW DSPLCD 593 FT. (11/98)

MINNESOTA

BUFFALO

Buffalo Muni

FDC 8/5363 /8Y2/ FI/T BUFFALO MUNI, BUFFALO, MN. VOR OR GPS-B, AMDT 3...TRML RTE FROM GEP VORTAC R-352/10 DME ARC CCW NA.

HALLOCK

Hallock Muni

FDC 8/8127 /HCO/ FI/T HALLOCK MUNI, HALLOCK, MN. VOR/DME OR GPS RWY 31, AMDT 6A...CIRCLING MDA 1380/HAA 561 CAT A/B/C.

HIBBING

Hibbing/Chisholm

FDC 9/0538 /HIB/ FI/P HIBBING/CHISHOLM, HIBBING, MN. LOC BC RWY 13 AMDT 11A...CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL. 1 OF 3, EFFECTIVE 0901Z 28 JAN 1999 TO 0901Z 25 MAR 1999, PAGE 138...PROFILE: AT MISSED APPROACH POINT, HIB DME DISTANCE SHOULD READ 8.6 VERSUS 6.6.

MINNEAPOLIS

Minneapolis/Flying Cloud

FDC 8/8014 /FCM FI/T FLYING CLOUD, MINNEAPOLIS, MN. VOR OR GPS RWY 36, AMDT 11B...DME OR RADAR REQUIRED.

Minneapolis-St Paul Intl (Wold-Chamberlain)

FDC 9/0427 /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12L AMDT 4A...ALTITUDE AT AASUN INT 1520. S-LOC 12L: MDA 1520/HAT 681 ALL CATS. VIS CAT C 1-1/2. CAT D 1-3/4. CAT E 2. CIRCLING: CAT A/B/C/D MDA 1520/HAA 679. VIS CAT C 2. CAT D 2-1/4.

FDC 8/9118 /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12L, AMDT 4A...MISSED APPROACH; CLIMB TO 4000, THEN LEFT TURN DIRECT GOPHER VORTAC AND HOLD, NW, LT, 117 INBOUND.

FDC 8/8017 /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12R, AMDT 6B...DME OR RADAR REQUIRED.

FDC 8/8016 /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 30L (CAT I AND CAT II), AMDT 42B...DME OR RADAR REQUIRED.

FDC 8/8015 /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 4, AMDT 26...NDB OR GPS RWY 4, AMDT 19...ADF OR RADAR REQUIRED.

FDC 8/3001 /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL, (WOLD-CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 30R, AMDT 8...DME OR RADAR REQUIRED.

ROCHESTER

Rochester Intl

FDC 8/6874 /RST/ FI/T ROCHESTER INTL, ROCHESTER, MN. VOR OR GPS RWY 2, AMDT 15B...MISSED APPROACH: CLIMB TO 3500, THEN RIGHT TURN DIRECT RST VOR/DME AND HOLD.

ST. PAUL

St. Paul Downtown Holman Field

FDC 8/7629 /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32, AMDT 3C...S-LOC 32 MDA 1280/HAT 576 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. MISSED APPROACH: CLIMBING RIGHT TURN HEADING 333 TO 1600, THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 010 AND FCM R-042 TO WHISK INT AND HOLD, E. RT, 265 INBOUND.

FDC 8/6067 /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. CHANGE DEPARTURE PROCEDURES TO: RWYS 8, 12, 14, 26, 30, NORTHBOUND AND EASTBOUND DEPARTURES, CLIMB RUNWAY HEADING TO 2500 BEFORE TURNING. RWY 32, TURN RIGHT INTERCEPT FLYING CLOUD (FCM) R-044 OUTBOUND CLIMB TO 2800 BEFORE TURNING NORTHBOUND.

FDC 8/1452 /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32, AMDT 3C...MM DCMSND.

MISSISSIPPI

BROOKHAVEN

Brookhaven-Lincoln County

FDC 8/0868 /1R7/ FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME OR GPS-A, AMDT 8...PROC NA.

COLUMBIA

Columbia-Marion County

FDC 8/3463 /ORO/ FI/P COLUMBIA-MARION COUNTY, COLUMBIA, MS. VOR/DME OR GPS RWY 23, AMDT 4...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG. THIS IS VOR/DME OR GPS RWY 23, AMDT 4A.

COLUMBUS/WEST POINT-STARKVILLE

Golden Triangle Regional

FDC 8/3599 /GTR/ FI/P GOLDEN TRIANGLE REGIONAL, COLUMBUS/WEST POINT-STARKVILLE, MS. ILS RWY 18, AMDT 6...CHANGE MOOED INT/OM (IAF) TO MOOED OM, DELETE IGB R-303. DELETE TERMINAL ROUTE IGB VORTAC TO MOOED INT/OM. DELETE PROC TURN. PROFILE STARTS AT JOIST/IGB 13 DME, MIN ALT 2000. CHART NOTE: DME OR RADAR REQUIRED. THIS IS ILS RWY 18, AMDT 6A.

HATTIESBURG-LAUREL

Hattiesburg-Laurel Regional

FDC 2/1001 /PIB/ FI/T HATTIESBURG-LAUREL REGIONAL, HATTIESBURG-LAUREL, MS. VOR RWY 36 AMDT 4...MIN ALT LBY VORTAC 1300. STRAIGHT-IN MINS NA.

INDIANOLA

Indianola Muni

FDC 8/3748 /IDL/ FI/P INDIANOLA MUNI, INDIANOLA, MS. NDB OR GPS RWY 35, AMDT 4...S-35 MDA 700/HAT 579 ALL CATS. CIRCLING CAT A/B/C MDA 700/HAA 574. GREENWOOD ALSTG MNMS: S-35 MDA 780/HAT 659 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 780/HAA 654 CAT A/B/C. VIS CAT C 1 3/4. CHANGE ALTM NOTE TO READ: USE GREENVILLE ALSTG IF NOT RECEIVED, USE GREENWOOD ALSTG. THIS IS NDB OR GPS RWY 35, AMDT 4A.

LAUREL

Hesler-Noble Field

FDC 8/3424 /LUL/ FI/P HESLER-NOBLE FIELD, LAUREL, MS. VOR/DME-A, AMDT 2...DELETE NOTE: USE HATTIESBURG-LAUREL REGIONAL ALSTG WHEN NOT AVAILABLE, USE MERIDIAN ALSTG AND INCREASE ALL MDAS 160 FT. THIS IS VOR/DME-A, AMDT 2A.

FDC 8/3419 /LUL/ FI/P HESLER-NOBLE FIELD, LAUREL, MS. NDB RWY 13, AMDT 6...DELETE NOTE: USE HATTIESBURG-LAUREL REGIONAL ALSTG WHEN NOT AVAILABLE, USE MERIDIAN ALSTG AND INCREASE ALL MDAS 160 FT. THIS IS NDB RWY 13, AMDT 6A.

OLIVE BRANCH

Olive Branch

FDC 8/6466 /OLV/ FI/T OLIVE BRANCH, OLIVE BRANCH, MS. NDB OR GPS RWY 18 AMDT 4...MINRY FIX MINIMUMS: S-18 MDA 880/HAT 479 ALL CATS.

OXFORD

University-Oxford

FDC 8/0214 /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME RNAV OR GPS RWY 27 AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 549. CATS C/D MDA 1060/HAA 609. VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. IF NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET.

FDC 8/0213 /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME RNAV OR GPS RWY 9 AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 549. CATS C/D MDA 1060/HAA 609. VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. IF NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET.

PRENTISS

Prentiss-Jefferson Davis County

FDC 8/3422 /MSO4/ FI/P PRENTISS-JEFFERSON DAVIS COUNTY, PRENTISS, MS. NDB OR GPS RWY 30, ORIG...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG. THIS IS NDB OR GPS RWY 30, ORIG-A.

WALLS

Twinkletown

FDC 8/3652 /2M6/ FI/P TWINKLETOWN, WALLS, MS. RADAR-1 AMDT 2...CIRCLING RWY 5, CIRCLING RWY 23; DLT CAT C MINIMUMS. THIS IS RADAR-1 AMDT 2A.

MISSOURI

CAMERON

Cameron Memorial

FDC 9/0215 /EZZ/ FI/P CAMERON MEMORIAL, CAMERON, MO. NDB OR GPS RWY 35, AMDT 1A...S-35 CEHGA INT MNMS MDA 1560/HAT 523 ALL CATS, VIS CAT C 1 1/2. THIS IS NDB OR GPS RWY 35, AMDT 1B.

FDC 9/0068 /EZZ/ FI/P CAMERON MEMORIAL, CAMERON, MO. NDB OR GPS RWY 35, AMDT 1...S-35 CEHGA INT MINIMUMS: MDA 1640/HAT 593 ALL CATS. VIS CAT C 1 1/2. THIS IS NDB OR GPS RWY 35, AMDT 1A.

COLUMBIA

Columbia Regional

FDC 9/0584 /COU/ FI/P COLUMBIA REGIONAL, COLUMBIA, MO. ILS RWY 2, AMDT 12B...DELETE ALL REFERENCE TO MIDDLE MARKER. THIS IS ILS RWY 2, AMDT 12C.

FDC 8/0737 /COU/ FI/T COLUMBIA REGIONAL, COLUMBIA, MO. VOR OR GPS RWY 13, AMDT 2...TERMINAL ROUTE: R-234 COU VOR/DME CLKWS (IAF) TO R-329 COU VOR/DME 11 DME ARC NA. R-093 COU VOR/DME COUNTER CLKWS (IAF) TO R-329 COU VOR/DME 11 DME ARC NA. HLV VORTAC (IAF) TO COU VOR/DME (NO PT) 329/11.00, COURSE 222/12.6 NM ALT 2900, COU VOR/DME 329/11.00 TO SAPPY COURSE 149/5.00 MIN ALT 2600. VOR/DME OR GPS RWY 20, AMDT 2A...TERMINAL ROUTE: R-289 COU VOR/DME CLKWS (IAF) TO R-013 COU VOR/DME 11 DME ARC NA.

CUBA

Cuba Muni

FDC 8/9109 /UBX/ FI/T CUBA MUNI, CUBA, MO. NDB OR GPS RWY 18, AMDT 2...NDB OR GPS RWY 36, AMDT 2...STRAIGHT IN MINIMUMS NA.

FORT LEONARD WOOD

Waynesville Regional Airport at Forney Field

FDC 9/0533 /TBN/ FI/P WAYNESVILLE REGIONAL AIRPORT AT FORNEY FIELD, FORT LEONARD WOOD, MO. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 3 OF 3, DATED 28 JAN 1999, PAGE 153, NDB/DME RWY 14, ORIG...PLAN VIEW: TERMINAL ROUTE ALTITUDE FROM VICHY VOR/DME TO EJTAR/I-TBN 5.4 DME SHOULD READ 2900 VICE 2800.

FREDERICKTOWN

Fredericktown Regional

FDC 7/7998 /H88/ FI/T FREDERICKTOWN REGIONAL, FREDERICKTOWN, MO. VOR/DME OR GPS RWY 1,

AMDT 2...VOR OR GPS RWY 19, ORIG...STRAIGHT IN MINIMUMS NA. PROC NA AT NIGHT.

GRAIN VALLEY

East Kansas City

FDC 7/2958 /3GV/ FI/T EAST KANSAS CITY, GRAIN VALLEY, MO. VOR/DME RNAV OR GPS RWY 27, AMDT 1...CIRCLING MDA 1440/HAA 605 CAT A AND B. VOR OR GPS RWY 23, AMDT 2...CIRCLING MDA 1440/HAA 605 CAT A AND B.

JEFFERSON CITY

Jefferson City Memorial

FDC 9/0056 /JEF/ FI/P JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. NDB RWY 12, AMDT 2...TRML RTE FROM HALLSVILLE VORTAC (HLV) TO GIBSN INT MINIMUM ALT 2900. THIS IS NDB RWY 12, AMDT 2A.

FDC 9/0055 /JEF/ FI/P JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC BC RWY 12, AMDT 6B...TRML RTE FROM HALLSVILLE VORTAC (HLV) TO GIBSN INT/I-JEF 13.4 DME MINIMUM ALT 2900. THIS IS LOC BC RWY 12, AMDT 6C.

KANSAS CITY

Kansas City Downtown

FDC 8/8810 /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. ILS RWY 19, AMDT 20C...S-19 DH 1181/HAT 422 ALL CATS. VIS CAT A/B RVR 5000, VIS CAT C/D RVR 6000. TEMPORARY CRANE 970 FT MSL 3778 FT FROM APCH END RWY 19, 950 FT LEFT OF CNTRLN.

FDC 7/2970 /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. ILS RWY 19, AMDT 20C...CHG MISSED APPROACH TO READ: CLIMB TO 3000 VIA RIS VOR/DME, THEN VIA RIS R-230 AND ANX VORTAC R-260 TO DESOT INT AND HOLD SW, LT, 043 INBOUND.

Kansas City Intl

FDC 8/8113 /MCI/ FI/P KANSAS CITY INTL, KANSAS CITY, MO. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC) VOL 3 OF 3, DATED 8 OCT 1998, PAGE 211, ILS RWY 19R, AMDT 9A...PLAN VIEW: DEGUY INT/OM RADAR SHOULD BE ADDITIONALLY DEFINED BY THE ANX R-299.

FDC 8/8107 /MCI/ FI/T KANSAS CITY INTL, KANSAS CITY, MO. ILS RWY 19R, (CAT I, CAT II, AND CAT III) AMDT 9A...RADAR REQUIRED.

FDC 8/4470 /MCI/ FI/T KANSAS CITY INTL, KANSAS CITY, MO. VOR OR GPS RWY 27, AMDT 14...S-27 MDA 1540/HAT 514 ALL CATS. VIS CAT C 1, CAT D 1 1/4, TEMPORARY CRANE 1240 MSL 1.1 NM SE OF RWY 27.

LEE'S SUMMIT

Lee's Summit Muni

FDC 9/0717 /LXT/ FI/T LEE'S SUMMIT MUNI, LEE'S SUMMIY, MO. TAKEOFF MINIMUMS: RWY 18, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 330 FPNM TO 1200. TEMPORARY CRANE 1192 MSL, OPERATING 3779 FEET FROM DEPARTURE END OF RWY 18, 1156 FEET RIGHT OF CENTERLINE.

FDC 9/0343 /LXT/ FI/T LEE'S SUMMIT MUNI, LEE'S SUMMIT, MO. VOR-A, ORIG...CHG PLANVIEW NOTE FROM "DME OR RADAR REQUIRED" TO "DME REQUIRED".

ST LOUIS

Lambert-St Louis Intl

FDC 8/6251 /STL/ FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 6, ORIG-A...CHANGE NOTE: GLIDE SLOPE UNUSABLE BELOW 751 FEET TO READ: GLIDE SLOPE UNUSABLE BELOW 775 FEET.

Spirit of St. Louis

FDC 8/5892 /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. VOR OR GPS RWY 8R, AMDT 7A...VOR PORTION NA.

TRENTON

Trenton Muni

FDC 7/2949 /TRX/ FI/T TRENTON MUNI, TRENTON, MO. NDB OR GPS RWY 18, AMDT 6A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN LEFT TURN DIRECT TRX NDB AND HOLD. NDB OR GPS RWY 36, AMDT 8A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN RIGHT TURN DIRECT TRX NDB AND HOLD.

WEST PLAINS

West Plains Muni

FDC 7/7707 /UNO/ FI/T WEST PLAINS MUNI, WEST PLAINS, MO. GPS RWY 18, ORIG...S-18 MDA 1680/HAT 452 ALL CATS. CIRCLING MDA 1740/HAA 512 ALL CATS.

WINDSOR

Windsor Muni

RY 02/20 NOW 2655 FT BY 28 FT.(11/98)

MONTANA

BILLINGS

Billings Logan Intl

FDC 7/4400 /BIL/ FI/T BILLINGS LOGAN INTL, BILLINGS, MT. ILS RWY 10L, AMDT 24...VOR/DME RWY 28R AMDT 13...CIRCLING: CAT A MDA 4160/HAA 511, CAT B AND C MDA 4180/HAA 531. CAT D MDA 4220/HAA 571. VOR OR GPS-A AMDT 1...CIRCLING: CAT D MDA 4220/HAA 571. HI-ILS RWY 10L...HI-VOR/DME OR TACAN RWY 28R...CIRCLING: CAT C MDA 4180/HAA 531, CAT D MDA 4220/HAA 571.

BUTTE

Bert Mooney

FDC 8/4672 /BTM/ FI/T BERT MOONEY, BUTTE, MT. ILS RWY 15 AMDT 5...TERMINAL ROUTE HELENA /HLN/ VORTAC TO KETCH INT THEN, KETCH TO MAGIC INT NA.

FDC 8/4671 /BTM/ FI/T BERT MOONEY, BUTTE, MT. LOC/DME RWY 15 AMDT 6B...TERMINAL ROUTE HELENA /HLN/ VORTAC TO KETCH INT, KETCH TO DOVAL INT AND DOVAL TO ZIPPER INT NA.

CUT BANK

Cut Bank Muni

FDC 8/8827 /CTB/ FI/P CUT BANK MUNI, CUT BANK, MT. GPS RWY 31, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 6000 VIA 315 COURSE TO KOMBY WP AND HOLD.

DILLON

Dillon

FDC 8/7810 /DLN/ FI/T DILLON, DILLON, MT. VOR/DME OR GPS-B, AMDT 1...CHART DLN VORTAC R-005/16 DME, AS NOPT (IAF).

FORSYTH

Forsyth/Tillitt Field

FDC 6/9233 /1S3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. GPS RWY 26, ORIG...PROC NA.

FDC 6/7913 /1S3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. NDB OR GPS RWY 26 AMDT 2A...GPS PORTION NA.

GREAT FALLS

Great Falls Intl

FDC 8/2514 /GTF/ FI/T GREAT FALLS INTL, GREAT FALLS, MT. HI-VOR /DME OR TACAN RWY 3 AMDT 2...S-3: CAT C MDA 4060 VIS 1/2 HAT 386, CAT D MDA 4060 VIS 1 HAT 386, CAT E MDA 4060 VIS 1 HAT 386. ADD NOTE: CAT D/E VIS INCREASED 1/4 MILE FOR INOP MALSR.

HAVRE

Havre City-County

FDC 7/2791 /HVR/ FI/T HAVRE CITY-COUNTY, HAVRE, MT. VOR OR GPS RWY 7 AMDT 6...VOR OR GPS RWY 25 AMDT 8A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NOT AUTHORIZED'.

HELENA

Helena Regional

FDC 8/4254 /HLN/ FI/T HELENA REGIONAL, HELENA, MT. TAKEOFF MINIMUMS AND IFR DEPARTURE PROCEDURES: TAKEOFF MINIMUMS RWY 5: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 5800. RWY 9: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 275 FT PER NM TO 5700. RWY 23: 1700-2 OR STANDARD WITH MINIMUM CLIMB OF 560 FT PER NM TO 5800. RWY 27: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 5700. RWYS 16, 34 NA.

LIVINGSTON

Livingston/Mission Field

FDC 6/7837 /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR OR GPS-A, AMDT 5...CHANGE PROCEDURE TURN RESTRICTION NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND.FOR PROCEDURE TURN.

FDC 6/7792 /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR/DME OR GPS-B, AMDT 1...CHANGE MNM ALT FROM LVM VORTAC TO MODOC /IAF/ TO 10400. ADD NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROC TURN.

MISSOULA

Missoula Intl

FDC 8/1374 /MSO/ FI/T MISSOULA INTL, MISSOULA, MT. ILS RWY 11 AMDT 10A...PROC NA.

YELLOWSTONE

West Yellowstone

FDC 8/4286 /WYS/ FI/T YELLOWSTONE, WEST YELLOWSTONE, MT. ILS RWY 1, AMDT 3A...TERMINAL ROUTE DUNOIR (DNW) VOR/DME TO TARGY (LO) LOM NA.

FDC 8/4285 /WYS/ FI/T YELLOWSTONE, WEST YELLOWSTONE, MT. NDB OR GPS RWY 1, AMDT 3A...TERMINAL ROUTE DUNOIR (DNW) VOR/DME TO TARGY (LO) LOM NA.

NEBRASKA

FAIRMONT

Fairmont State Airfield

FDC 8/8457 /FMZ/ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. NDB OR GPS RWY 35, AMDT 1A...GPS PORTION NA.

FREMONT

Fremont Muni

FDC 9/0661 /FET/ FI/T FREMONT MUNI, FREMONT, NE. VOR RWY 13, ORIG-B...PROC NA.

GOTHENBURG

Quinn Field

FDC 8/9111 /GTE/ FI/P QUINN FIELD, GOTHENBURG, NE. NDB OR GPS RWY 32, AMDT 1A...DELETE NOTE: OBTAIN COZAD ALSTG ON CTAF, WHEN NOT RECEIVED USE NORTH PLATTE ALSTG. THIS IS NDB OR GPS RWY 32, AMDT 1B.

LINCOLN

Lincoln Muni

FDC 9/0231 /LNK/ FI/P LINCOLN MUNI, LINCOLN, NE. VOR OR GPS RWY 17L, AMDT 6A...S-17L: HAT 502 ALL CATS. CIRCLING: HAA 501 CATS A/B, CAT C 521, CAT D 561. CHART: TDZE 1219. THIS IS VOR OR GPS RWY 17L, AMDT 6B.

OMAHA

Eppley Airfield

FDC 8/8901 /OMA/ FI/P EPPLEY AIRFIELD, OMAHA, NE. ILS RWY 18 AMDT 6...S-ILS 18 VIS 1/2 ALL CATS. S-LOC 18 VIS 1/2 CATS A/B/C, VIS 3/4 CAT D. CHART TCH: 46 FEET. THIS IS ILS RWY 18, AMDT 6A.

SCOTTSBLUFF

William B. Heilig

FDC 9/0245 /BFF/ FI/P WILLIAM B. HEILIG, SCOTTSBLUFF, NE. LOC BC RWY 12, AMDT 8A...ADD NOTE: DISREGARD GLIDE SLOPE INDICATIONS. THIS IS LOC BC RWY 12, AMDT 8B.

YORK

York Muni

FDC 8/9115 /JYR/ FI/T YORK MUNI, YORK, NE. NDB RWY 17, AMDT 3...S-17 HAT 516 CATS A/B, CAT C NA. CIRCLING HAA 510 ALL CATS. GRAND ISLAND ALTIMETER SETTING MINIMUMS: S-17 HAT 616 CATS A/B, CAT C NA. CIRCLING HAA 610 ALL CATS. CHART: FLD EVEV 1670, TDZE 1664.

FDC 8/9079 /JYR/ FI/P YORK MUNI, YORK, NE. NDB RWY 35, AMDT 3...S-35 HAT 652 CATS A/B, CAT C NA. CIRCLING HAA 650 ALL CATS. GRAND ISLAND ALTIMETER SETTING MINIMUMS: S-35 HAT 752 CATS A/B, CAT C NA. CIRCLING HAA 750 ALL CATS. CHART: FLD ELEV 1670, TDZE 1668. THIS IS NDB RWY 35, AMDT 3A.

NEVADA

ELKO

Elko Muni-J.C. Harris Field

FDC 8/4247 /EKO/ FI/T ELKO MUNI-J.C. HARRIS FIELD, ELKO, NV. VOR/DME OR GPS-B AMDT 2...CIRCLING MDA 6040/HAA 900, CAT A/B/C VIS CAT A/B 1 1/4.

ELY

Ely Airport-Yelland Field

FDC 8/2290 /ELY/ FI/T ELY AIRPORT-YELLAND FIELD, ELY, NV. IFR TKOF MNMS AND DEP PROC...ADD RWY 18 TKOF MNMS 1000-3 OR STANDARD WITH MNM CLIMB OF 270 FT PER NM.

LAS VEGAS

Mc Carran Intl

FDC 9/0255 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. IFR TKOF MNMS AND (OBSTACLE) DEP PROCS...TKOF MNMS: RWYS 1L, 1R, 400-1 OR STANDARD WITH MNM CLIMB OF 475 FT PER NM TO 2500. TEMP 2365 FT MSL CRANE 3597 FT NE DEP END RWYS 1L/R.

FDC 8/7850 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. ILS RWY 25R AMDT 16B...RADAR OR DME REQUIRED. SIDESTEP RWY 25L VIS CAT C 1 1/2, CATS D/E 2.

FDC 8/7838 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R, AMDT 1...PROC NA.

FDC 8/6072 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR/DME RWY 1R ORIG-A...PROC NA.

FDC 8/5518 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE-OFF MINIMUMS FOR RWY 19R; 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 360 FT PER NM TO 2500'. TEMP 130 FT AGL CRANE 3631 FT SW DEPARTURE END OF RUNWAY.

FDC 8/3656 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. TKOF MNMS AND DEP PROC...TKOF MNMS: RWYS 1L, 1R 2100-2 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 6000 FT. RWYS 7L, 7R, 19L, 19R 3400-2 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 6000 FT. DEP PROC: RWYS 1L, 1R, 7L, 7R, 19L, 19R, 25L, 25R - CLIMB TO 3500 THEN CLIMBING RIGHT TURN DIRECT LAS VEG VORTAC, CROSS LAS VEGAS VORTAC AT OR ABOVE 6000 FT. CLIMB IN HOLDING PATTERN (S, RT, 346 DEGREES INBOUND) TO ASSIGNED ALTITUDE OR AIRWAY MEA.

North Las Vegas

FDC 8/3910 /VGT/ FI/T NORTH LAS VEGAS, LAS VEGAS, NV. TKOF MNMS AND DEP PROC...TKOF MNMS: RWYS 7, 12 1000-2 OR STANDARD WITH MINIMUM CLIMB GRADIENT OF 320 FT PER NM TO 3400 FT. DEP PROC: RWYS 7,12 TURN RIGHT. RWYS 25, 30 TURN LEFT. ALL AIRCRAFT CLIMB VIA HEADING 220 DEGREES AND LAS R-300 TO LAS VEGAS VORTAC. CROSS LAS VORTAC AT 4000, EXPECT RADAR VECTORS.

MESQUITE

Mesquite

FDC 7/6237 /67L/ FI/T MESQUITE, MESQUITE, NV. VOR/DME OR GPS-A ORIG...PROC NA.

RENO

Reno/Tahoe Intl

FDC 7/7605 /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. IFR TAKE-OFF MNMS AND DEP PROC AMDT 2...TKOF MNMS: RWY 7: NA. RWY 16L: CATS A/B, 1800-2 OR STANDARD WITH A MNM CLIMB OF 610 FT PER NM TO 6600 FT. CATS C/D, 2800-2 OR STANDARD WITH A MNM CLIMB OF 610 FT PER NM TO 7700 FT. RWY 16R: CATS A/B, 1800-2 OR STANDARD WITH A MNM CLIMB OF 490 FT PER NM TO 6600 FT. CATS C/D, 2800-2 OR STANDARD WITH A MNM CLIMB OF 490 FT PER NM TO 7700 FT. RWY 25: CATS A/B, 1700-2 OR STANDARD WITH A MNM CLIMB OF 300 FT PER NM TO 6600 FT. CATS C/D, 4000-2 OR STANDARD WITH A MNM CLIMB OF 510 FT PER NM TO 8900 FT. RWY 34L/R: 1900-2 OR STANDARD WITH A MNM CLIMB OF 330 FT PER NM TO 5000 FT THEN 270 FT PER NM TO 6700 FT. RWY 7: NA. RWY 16L/R: CLIMB VIA I-RNO SOUTH COURSE TO 5500 FT, THEN CLIMBING LEFT TURN DIRECT FMG VORTAC. RWY 25: TURN RIGHT; CLIMB DIRECT FMG VORTAC. RWY 34L/R: CLIMB VIA I-RNO NORTH COURSE TO 7500 FT, THEN CLIMBING RIGHT TURN DIRECT FMG VORTAC. ALL ACFT CROSS FMG VORTAC AT OR ABOVE 8000 FT. ALL ACFT CLIMB IN FMG VORTAC HOLDING PATTERN (HOLD NE, LEFT TURNS, 221 DEGREES INBOUND) TO DEPART FMG VORTAC: R-260 CW R-170 AT OR ABOVE 10,000 FT, R-171 CW R-195 AT OR ABOVE 10,500 FT R-196 AT OR ABOVE 10,500 FT, R-196 CW R-259 AT OR ABOVE 12,000 FT.

NEW HAMPSHIRE

CONCORD

Concord Muni

FDC 6/7712 /CON/ FI/T CONCORD MUNI, CONCORD, NH. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS RWY 30 TO READ: 500-1 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 1100.

LEBANON

Lebanon Muni

FDC 8/6675 /LEB/ FI/T LEBANON MUNI, LEBANON, NH. ILS RWY 18, AMDT 4A...TCH: 42 FEET.

NEW JERSEY

LINDEN

Linden

FDC 8/9158 /LDJ/ FI/T LINDEN, LINDEN, NJ. VOR/DME OR GPS-D ORIG-B...VOR OR GPS-C ORIG-B...PROC NA AT NIGHT.

NEWARK

Newark Intl

FDC 9/0701 /EWR/ FI/P NEWARK INTL, NEWARK, NJ. VOR RWY 11 AMDT 1...S-11 MDA 1180/HAT 1162 ALL CATS. CIRCLING MDA 1180/HAA 1162 ALL CATS. DME MNMS: S-11 MDA 860/HAT 842 ALL CATS, VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 860/HAA 842 CAT A/B/C. VIS CAT C 2 1/4. THIS IS VOR RWY 11 AMDT 1A.

FDC 8/7092 /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 4R (CAT II) AMDT 10...ILS RWY 4R (CAT III) AMDT 10...DISTANCE TO THRESHOLD FROM MMM 2614 FT. MNM GLIDESLOPE INTERCEPT ALT AT MM 204.3 FT.

FDC 7/7564 /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 22R AMDT 1...PROC NA.

ROBBINSVILLE

Trenton-Robbinsville

FDC 9/0195 /N87/ FI/P TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. VOR RWY 29 AMDT 10A...CHANGE MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 1700 DIRECT RBV VORTAC AND HOLD. THIS IS VOR RWY 29 AMDT 10B.

TETERBORO

Teterboro

FDC 9/0571 /TEB/ FI/P TETERBORO, TETERBORO, NJ. FMS/ILS RWY 6 ORIG... MNM ALTITUDE JUGGY WP 2000. THIS IS FMS/ILS RWY 6 ORIG-A.

VINELAND

Rudy's

FDC 8/9011 /25N/ FI/T RUDY'S, VINELAND, NJ. VOR OR GPS-A AMDT 6...CIRCLING MDA 640/HAA 552 CAT A.

NEW MEXICO

ALBUQUERQUE

Albuquerque/Double Eagle II

FDC 8/1794 /AEG/ FI/T ALBUQUERQUE/DOUBLE EAGLE II, ALBUQUERQUE, NM. ILS RWY 22 AMDT 1A...NOTE: ADF OR RADAR REQUIRED.

Albuquerque International Sunport

FDC 8/4818 /ABQ/ FI/T ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. ILS RWY 3, ORIG-A...ILS RWY 8, AMDT 5...NDB OR GPS RWY 35, AMDT 7...CIRCLING CAT D MDA 6060/HAA 708. CAT D VIS 2 1/4. VOR OR TACAN OR GPS RWY 8, AMDT 19...DME MINIMA CIRCLING CAT D MDA 6060/HAA 708. CAT D VIS 2 1/4. RADAR 1, AMDT 20A...HI-ILS RWY 8...HI-TACAN RWY 8...CIRCLING CAT D/E MDA 6060/HAA 708. CAT D VIS 2 1/4, CAT E VIS 2 1/2. TEMPORARY CRANE 5752 MSL 1.82 NM E OF RWY 26.

ARTESIA

Artesia Muni

FDC 8/5271 /ATS/ FI/T ARTESIA MUNI, ARTESIA, NM. NDB OR GPS RWY 30, AMDT 3...S-30 MDA 4000/HAT 452 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT A MDA 4000/HAA 452. TEMPORARY OIL RIG 3649 MSL 3033 FT SE OF RWY 30.

CARLSBAD

Cavern City Air Terminal

FDC 4/7121 /CNM/ FI/T CAVERN CITY AIR TERMINAL, CARLSBAD, NM. ILS RWY 3 AMDT 4...VOR/DME RNAV OR GPS RWY 14R AMDT 2...VOR OR GPS RWY 32L AMDT 5...WHEN LCL ALTM NOT RECEIVED PROC NA.

DEMING

Deming Muni

FDC 8/6790 /DMN/ FI/T DEMING MUNI, DEMING, NM. GPS RWY 4, ORIG...CHANGE MISSED APPROACH INSTRUCTIONS TO CLIMBING RIGHT TURN TO 6700 VIA 068 COURSE TO EJGOB WP AND HOLD.

FARMINGTON

Four Corners Regional

FDC 7/0291 /FMN/ FI/T FOUR CORNERS REGIONAL, FARMINGTON, NM. VOR/DME OR GPS RWY 7, AMDT 3A...CHANGE MISSED APPROACH INSTRUCTIONS TO: CLIMB TO 8500 DIRECT FMN VORTAC AND HOLD.

GALLUP

Gallup Muni

FDC 7/5696 /GUP/ FI/T GALLUP MUNI, GALLUP, NM. LOC RWY 6, AMDT 3A...S-LOC MDA 7280/HAT 817 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 7280/HAA 811 CATS A, B AND C. CAT C VIS 2 1/2.

LOVINGTON

Lea County-Zip Franklin Memorial

FDC 8/0911 /E06/ FI/T LEA COUNTY-ZIP FRANKLIN MEMORIAL, LOVINGTON, NM. GPS RWY 3, ORIG...S-3 MDA 4540/HAT 565 ALL CATS. CAT C VIS 1 1/2. CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. VOR/DME RNAV RWY 3, ORIG...CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. GPS RWY 21, ORIG...S-21 MDA 4480/HAT 510 ALL CATS. CAT C VIS 1 1/2. CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. NUMEROUS TEMPORARY OIL RIGS ON AND IN VICINITY OF AIRPORT.

RATON

Raton Muni/Crews Field

FDC 6/1974 /RTN/ FI/T RATON MUNI/CREWS FIELD, RATON, NM. GPS RWY 25 ORIG...S-25 NA.

ROSWELL

Roswell Industrial Air Center

FDC 9/0278 /ROW/ FI/T ROSWELL INDUSTRIAL AIR CENTER, ROSWELL, NM. GPS RWY 35, ORIG-A...TERMINAL ROUTE: CHISUM (CME) VORTAC TO HIKZO WP MINIMUM ALTITUDE 6000.

FDC 8/5409 /ROW/ FI/T ROSWELL INDUSTRIAL AIR CENTER, ROSWELL, NM. HI-VOR/DME-A OR TACAN-A...RADAR REQUIRED. HIGH ALTITUDE TEARDROP PENETRATION NOT AUTHORIZED.

SILVER CITY

Silver City/Grant county

FDC 9/0224 /SVC/ FI/P SILVER CITY/GRANT COUNTY, SILVER CITY, NM. CORRECT U.S. TERMINAL PROCEDURES, SOUTHWEST (SW) VOL 1 OF 2, DATED 3 DEC 1998, PAGE 471, GPS RWY 26, ORIG...PLAN VIEW: EVACA WP AND KEAPS WP SHOULD BE DENOTED AS (IAF) VICE (IAP). DISTANCE FROM DEMING VORTAC TO EVACA WP (IAF) SHOULD READ 19.4 NM VICE 8 NM.

FDC 8/7456 /SVC/ FI/T SILVER CITY/GRANT COUNTY, SILVER CITY, NM. S-26 MDA 5740/HAT 361 ALL CATS, VIS CAT D 1 1/4. TEMPORARY CRANES 5480 MSL, 1.4 NM E OF RWY 26.

TAOS

TAOS MUNI

FDC 7/0323 /SKX/ FI/T TAOS MUNI, TAOS, NM. NDB RWY 4, ORIG-B...PROCEDURE TURN COMPLETION ALTITUDE 9200. S-4 MDA 8440/HAT 1372 ALL CATS. CIRCLING MDA 8440/HAA 1349 ALL CATS. NDB/VOR MINIMA N/A.

NEW YORK

AKRON

Akron

FDC 7/7746 /9G3 /FI/T AKRON, AKRON, NY. VOR OR GPS RWY 7 AMDT 3...VOR PORTION NA.

FDC 7/7719 /9G3/ FI/T AKRON, AKRON, NY. VOR/DME OR GPS RWY 25 AMDT 4...VOR/DME PORTION NA.

ALBANY

Albany County

FDC 8/4412 /ALB/ FI/T ALBANY INTL, ALBANY, NY. VOR/DME OR GPS RWY 1 AMDT 10...VOR/DME PORTION NA. VOR RWY 1 AMDT 19A...PROC NA. VOR OR GPS RWY 19 AMDT 19A...VOR PORTION NA.

ALBION

Pine Hill

FDC 7/1992 /9G6/ FI/T PINE HILL, ALBION, NY. VOR/DME OR GPS-A AMDT 3...VOR/DME PORTION NA.

BINGHAMTON

Binghamton Regional/Edwin A Link Field

FDC 8/5016 /BGM/ FI/T BINGHAMTON REGIONAL/EDWIN A LINK FIELD, BINGHAMTON, NY. ILS RWY 16 AMDT 6...ILS RWY 34 AMDT 2...CIRCLING MDA 2100/HAA 464 CAT A. ALTN MNMS: STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS RWY 28 AMDT 9...VOR OR GPS RWY 10 ADMT 6...CIRCLING MDA 2100/HAA 464 CATS A/B/C. NDB OR GPS RWY 34 AMDT 17...ALTN MNMS: STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED.

BROCKPORT

Ledgedale Airpark

FDC 8/6204 /7G0/ FI/T LEDGEDALE AIRPARK, BROCKPORT, NY. GPS RWY 28 ORIG...PROC NA AT NIGHT.

BUFFALO

Buffalo Airfield

FDC 7/1807 /9G0/ FI/T BUFFALO AIRFIELD, BUFFALO, NY. VOR OR GPS RWY 24 AMDT 6B...VOR PORTION NA.

Buffalo Niagara Intl

FDC 8/0423 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. VOR/DME RNAV OR GPS RWY 23 ORIG...VOR/DME RNAV OR GPS RWY 32 AMDT 5A...VOR/DME RNAV PORTION NOT AUTHORIZED.

FDC 7/8075 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. NDB OR GPS RWY 5 AMDT 10A... NDB PORTION RADAR REQUIRED. NDB PORTION TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO PLAZZ / GB/ LOM NA. NDB PORTION TERMINAL ROUTE FROM DUNKIRK /DKK/ VORTAC TO ABURG INT NA. NDB PORTION TERMINAL ROUTE FROM ABURG INT TO PLAZZ /GB/ LOM NA. NDB PORTION MISSED APPROACH: CLIMB RWY HEADING TO 4000, EXPECT RADAR VECTORS.

FDC 7/8074 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS RWY 5 AMDT 13A...RADAR REQUIRED. TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO PLAZZ /GB/ LOM NA. TERMINAL ROUTE FROM DUNKIRK /DKK/ VORTAC TO ABURG INT NA. TERMINAL ROUTE FROM ABURG INT TO PLAZZ /GB/ LOM NA. MISSED APPROACH: CLIMB RWY HEADING TO 4000, EXPECT RADAR VECTORS.

FDC 7/7716 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS RWY 23 AMDT 28B...NDB RWY 23 AMDT 15A...RADAR REQUIRED. MISSED APPROACH: CLIMB RUNWAY HEADING TO 4000, EXPECT RADAR VECTORS.

FDC 7/7715 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. VOR OR GPS-A AMDT 17A...VOR PORTION NOT AUTHORIZED.

EAST HAMPTON

East Hampton

FDC 8/7938 /HTO/ FI/T EAST HAMPTON, EAST HAMPTON, NY. VOR/DME RNAV OR GPS RWY 10 AMDT 5...S-10 MDA 500/HAT 444 ALL CATS. VIS CAT A/B 1. CAT C 1 1/4. CAT D 1 1/2. CIRCLING MDA 560/HAA 504 CAT A/B/C. MDA 620/HAA 564 CAT D. VIS CAT A/B 1. CAT C 1 1/2. CAT D 2. WESTHAMPTON BEACH ALSTG MNMS: S-10 MDA 540/HAT 484 ALL CATS. VIS CAT A/B 1. CAT C 1 1/4. CAT D 1 1/2. CIRCLING MDA 600/HAA 544 CAT A/B/C. MDA/HAA 564 CAT D. VIS CAT A/B 1. CAT C 1 1/2, CAT D 2.

FDC 8/7941 /HTO/ FI/T EAST HAMPTON, EAST HAMPTON, NY. VOR OR GPS-A AMDT 9...MDA 560/HAT 504 CAT A/B/C. MDA 620/HAA 564 CAT D. VIS CAT A/B 1. CAT C 1 1/2. CAT D 2. WESTHAMPTON BEACH ALSTG MNMS: MDA 600/HAA 544 CAT A/B/C. MDA 620/HAA 564 CAT D VIS CAT A/B 1. CAT C 1/2. CAT D 2.

FDC 8/7895 /HTO/ FI/T EAST HAMPTON, EAST HAMPTON, NY. VOR/DME RNAV OR GPS RWY 28 AMDT 2...S-28 MDA 460/HAT 413 ALL CATS. VIS CAT A/B 1. CAT C/D 1 1/4. CIRCLING MDA 560/HAA 504 CAT A/B/C. MDA 620/HAA 564 CAT D. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2. WESTHAMPTON BEACH ALSTG MNMS: S-28 MDA 500/HAT 453 ALL CATS VIS CAT A/B 1. CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 600/HAA 544 CAT A/B/C. MDA 620/HAA 564 CAT D. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2.

ISLIP

Long Island MacArthur

FDC 8/6082 /ISP/ FI/T LONG ISLAND MAC ARTHUR, ISLIP, NY. ILS RWY 6 AMDT 21A...S-ILS 6 VIS RVR 2400 ALL CATS. S-LOC 6 VIS CAT A/B/C RVR 2400, CAT D 4000. NDB OR GPS RWY 6 AMDT 18...S-6 MDA 580/HAT 486 ALL CATS, VIS CAT A/B/C RVR 4000, CAT D 6000. ILS RWY 24 AMDT 1...MNM ALT RIZER OM 1400 LOC ONLY. S-ILS 24 VIS RVR 2400 ALL CATS. S-LOC 24 VIS CAT A/B RVR 2400, CAT C/D 4000.

ITHACA

Tompkins County

FDC 9/0403 /ITH/ FI/T TOMPKINS COUNTY, ITHACA, NY. VOR OR GPS RWY 14 AMDT 12...MNM ALT AT ITH 4.0 DME, 1800 WHEN USING ELMIRA ALTIMETER SETTING. CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE ELMIRA ALTIMETER SETTING AND INCREASE ALL MDAS 100 FT AND VIS CAT 1/4 MILE AND CAT D 1/2 MILE.

JAMESTOWN

Chautauqua County/Jamestown

FDC 8/9131 /JHW/ FI/T CHAUTAUQUA COUNTY/ JAMESTOWN, JAMESTOWN, NY. VOR/DME RNAV OR GPS RWY 31 AMDT 2...S-31 MDA 2200/HAT 485 ALL CATS. VIS CAT D 1 1/2. CIRCLING MDA CATS A AND B 2200/HAA 476, CAT C MDA 2240/HAA 416.

FDC 8/9130 /JHW/ FI/T CHAUTAUQUA COUNTY/ JAMESTOWN, JAMESTOWN, NY. VOR/DME RNAV OR GPS RWY 13 AMDT 3...S-13 MDA 2340/HAT 616 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 2340/HAA 616 ALL CATS, VIS CAT C 1 3/4. MNM ALT 2 NM FROM MAP WPT NA.

FDC 8/9129 /JHW/ FI/T CHAUTAUQUA COUNTY/ JAMESTOWN, JAMESTOWN, NY. VOR OR GPS RWY 25 AMDT 7...CIRCLING CAT C MDA 2240/HAA 516 INOP TABLE DOES NOT APPLY.

FDC 8/9128 /JHW/ FI/T CHAUTAUQUA COUNTY/ JAMESTOWN, JAMESTOWN, NY. VOR/DME OR GPS RWY 7 AMDT 3...CIRCLING CAT C MDA 2240/HAA 516.

FDC 8/9101 /JHW/ FI/P CHAUTAUQUA COUNTY/ JAMESTOWN, JAMESTOWN, NY. ILS RWY 25 AMDT 5A...DELETE ALL REFERENCE TO MM. S-ILS 25 VIS 1/2 ALL CATS. S-LOC 25 VIS CATS A AND B 1/2, CAT C 1 AND CAT D 1 1/4. CIRCLING CAT C MDA 2240/HAA 516. MSA FROM JHW VOR/DME 3900. DELETE: WHEN CONTROL ZONE NOT IN EFFECT USE BRADFORD, PA. ALSTG AND INCREASE ALL DHS 150 FT AND MDAS 140 FT EXCEPT INCREASE D CIRCLING 80 FT. DELETE: INOP TABLE DOES NOT APPLY TO SALS. THIS IS ILS RWY 25 AMDT 5B.

MALONE

Malone-Dufort

FDC 8/6798 /MAL/ FI/T MALONE-DUFORT, MALONE, NY. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 14, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 220 FT PER NM TO 1100. RWY 23, 500-1 OR STANDARD WITH MINIMUM CLIMB OF 240 FT PER NM TO 1400. DEPARTURE PROCEDURE: RWY 5, 14, 23, 32, AIRCRAFT DEPARTING V282 NORTHBOUND AND V98 NORTHEASTBOUND CLIMB VIA HEADING 050 TO 2500 BEFORE PROCEEDING ON COURSE. ALL OTHER DIRECTIONS CLIMB TO 2000 VIA HEADING 300 BEFORE PROCEEDING ON COURSE.

MILBROOK

Sky Acres

FDC 9/0049 /44N/ FI/T SKY ACRES, MILLBROOK, NY. VOR-A AMDT 7...HOLD W IGN VOR/DME, LT, 069 INBOUND 3000 FT IN LIEU OF PT. MIN ALTITUDE IGN VOR/DME 3000. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT IGN VOR/DME AND HOLD.

MONTAUK

Montauk

FDC 8/7588 /MTP/ FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6 AMDT 3...VOR PORTION DME REQUIRED.

MONTGOMERY

Orange County

FDC 9/0322 /MGJ/ FI/T ORANGE COUNTY, MONTGOMERY, NY. GPS RWY 3 ORIG...PROC NA.

NEW YORK

John F Kennedy Intl

FDC 8/9102 /JFK/ FI/P JOHN F. KENNEDY INTL, NEW YORK, NY. ILS RWY 13L (CAT I AND II) AMDT 14B...TCH 45. DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 13L (CAT I AND II) AMDT 14C.

La Guardia

FDC 9/0173 /LGA/ FI/T LA GUARDIA, NEW YORK, NY. ILS RWY 13 ORIG...S-ILS 13 DH 410/HAT 397, VIS RVR 5000 ALL CATS. GS UNUSABLE BELOW 410. AUTOPILOT COUPLED APPROACH BELOW 556. FOR INOP MALSR, INCREASE S-ILS 13 VIS TO 1 1/2 MILE.

FDC 8/8937 /LGA/ FI/T LA GUARDIA, NEW YORK, NY. ILS RWY 13 ORIG...DH 410/HAT 397, VIS RVR 5000 ALL CATS. GS UNUSABLE BELOW 410. AUTOPILOT COUPLED APPROACH NA BELOW 556. FOR INOP MALSR, INCREASE S-ILS 13 VIS TO 1 1/2 MILE.

NIAGARA FALLS

Niagara Falls Intl

FDC 7/7761 /IAG/ FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS 1 RWY 28R, AMDT 22. TACAN RWY 28R...TERMINAL ROUTE FROM BUFFALO (BUF) VOR/DME TO DIONE/IAG 12 DME NOT AUTHORIZED.

FDC 7/7712 /IAG/ FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. HI-ILS 1 RWY 28R...HI-TACAN RWY 28R...TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO WAPUM/IAG 29 DME NA.

NORWICH

Lt. Warren Eaton

FDC 8/7809 /OIC/ FI/T LT WARREN EATON, NORWICH, NY. VOR/DME RNAV OR GPS RWY 19 AMDT 2...VOR/DME RNAV PORTION NA.

OLEAN

Cattaraugus-Olean

FDC 8/0020 /OLE/ FI/T CATTARAUGUS-OLEAN, OLEAN, NY. VOR/DME RNAV RWY 22 AMDT 4A...TERMINAL ROUTE BUFFALO /BUF/ VOR/DME, NY TO STEHL WP, NY NOT AUTHORIZED.

POUGHKEEPSIE

Dutchess County

FDC 8/5101 /POU/ FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6 AMDT 5A...CIRCLING MDA 840/HAA 675 CATS B/C/D, VIS CAT C 2, CAT D 2 1/4. ALTN MNMS: STANDARD EXCEPT CAT B/C 700-2 (ILS), CAT D 800-2 1/4 (ILS/LOC), NA WHEN CONTROL TOWER CLOSED. VOR/DME RWY 6 AMDT 5A...VOR/DME OR GPS RWY 24 AMDT 3A...VOR OR GPS-A AMDT 10...VOR/DME RNAV OR GPS RWY 6 AMDT 5...CIRCLING MDA 840/HAA 675 CATS B/C/D VIS CAT C 2 CAT D 2 1/4. ALTN MNMS: STANDARD EXCEPT CAT D 800-2 1/4.

ROCHESTER

Greater Rochester Intl

FDC 8/9100 /ROC/ FI/P GREATER ROCHESTER INTL, ROCHESTER, NY. NDB OR GPS RWY 28 AMDT 20...S-28 VIS CAT B RVR 5000, CAT C 1 3/4, CAT D 2 1/4. DELETE ALL REFERENCE TO MM. CHANGE INOP TABLE NOTE: INOP TABLE DOES NOT APPLY TO S-28 CAT A. MSA FROM RO LOM 090-270 3600, 270-090 2200. THIS IS NDB OR GPS RWY 28 AMDT 20A.

FDC 8/9099 /ROC/ FI/P GREATER ROCHESTER INTL, ROCHESTER, NY. ILS RWY 28 AMDT 27...DELETE ALL REFERENCE TO MM. CHANGE INOP TABLE NOTE: INOP TABLE DOES NOT APPLY TO S-ILS 28 ALL CATS AND S-LOC 28 CAT A. FOR INOP SSALR INCREASE S-LOC 28 CAT B TO RVR 6000. MSA FROM RO LOM 090-270 3600, 270-090 2200. THIS IS ILS RWY 28 AMDT 27A.

SARATOGA SPRINGS

Saratoga County

FDC 8/8096 /5B2/ FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. VOR-A AMDT 5...DME REQUIRED.

WHITE PLAINS

Westchester County

FDC 8/6092 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. ILS RWY 16 AMDT 22A...S-ILS 16 VIS RVR 1800 ALL CATS.

FDC 8/4714 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREE ORIG...S-LOC NA.

FDC 7/6948 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREES, ORIG...S-LOC MDA/HAT 980/541. 720 MSL CRANE 1.6 NM FROM RWY 16 THLD ON CENTERLINE.

NORTH CAROLINA

ALBEMARLE

Stanly County

FDC 9/0598 /VUJ/ FI/P STANLY COUNTY, ALBEMARLE, NC. ILS RWY 22L, ORIG...ALTERNATE MINIMUMS: ILS: STANDARD, EXCEPT CAT B/C 800-2, CAT D 800-2 1/4, NA WHEN CONTROL TOWER CLOSED. LOC: STANDARD, EXCEPT CAT D 800-2 1/4, NA WHEN CONTROL TOWER CLOSED. THIS IS ILS RWY 22L, ORIG-A.

FDC 9/0597 /VUJ/ FI/P STANLY COUNTY, ALBEMARLE, NC. NDB OR GPS RWY 22L, ORIG-B...ALTERNATE MINIMUMS: STANDARD, EXCEPT CAT D 800-2 1/4 AND NA WHEN CONTROL TOWER CLOSED. THIS IS NDB OR GPS RWY 22L, ORIG-C.

CHARLOTTE

Charlotte/Douglas

FDC 8/7077 /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. NDB RWY 5, AMDT 31...S-5: MDA 1220/HAT 504 ALL CATS. VIS CAT C RVR 5000. ALTERNATE MINIMUMS NA.

FDC 8/7076 /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 23, ORIG...S-ILS 23: VIS RVR 4000 ALL CATS. S-LOC 23: MDA 1400/HAT 652 ALL CATS. VIS CAT A/B RVR 5000. CAT C 1 3/4. CAT D 2. CIRCLING: MDA 1400/HAA 651 ALL CATS. VIS CAT C 1 3/4.

ELIZABETH CITY

Elizabeth City Coast Guard Air Station/Muni

FDC 8/3270 /ECG/ FI/T ELIZABETH CITY COAST GUARD AIR STATION/MUNI, ELIZABETH CITY, NC. DEPARTURE PROCEDURE: WHEN TETHERED BALLOON LOCATED APPROXIMATELY 2NM SE OF AIRPORT IS FLYING: RWY 1, 10, 28: CLIMB RWY HEADING TO 4000 BEFORE TURNING SOUTH. RWY 19: CLIMB TO 4000 VIA HEADING 270 BEFORE PROCEEDING ON COURSE.

ELIZABETHTOWN

Elizabethtown

FDC 8/4744 /4W1 /FI/T ELIZABETHTOWN, ELIZABETHTOWN, NC. NDB OR GPS RWY 33 ORIG...TRANSITION ROUTE FROM RAPEN INT TO TGQ NDB NA.

GREENSBORO

Piedmont Triad Intl

FDC 8/4292 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME OR GPS RWY 32, AMDT 3A...VOR/DME PORTION NOT AUTHORIZED.

FDC 8/1371 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME OR GPS RWY 23 AMDT 9A...S-23 MDA 1300/HAT 410 ALL CATS. VIS A/B/C RVR 4000. NOTE: FOR INOP ALSF-2, INCREASE S-23 CAT A/B VIS TO RVR 5000.

GREENVILLE

Pitt-Greenville

FDC 9/0106 /PGV/ FI/P PITT-GREENVILLE, GREENVILLE, NC. VOR/DME RNAV RWY 25, AMDT 3A...DELETE CAT D LANDING MINIMUMS. THIS IS VOR/DME RNAV RWY 25, AMDT 3B.

FDC 9/0105 /PGV/ FI/P PITT-GREENVILLE, GREENVILLE, NC. ILS RWY 19, AMDT 2C...DELETE CAT D LANDING MINIMUMS. THIS IS ILS RWY 19, AMDT 2D.

FDC 9/0104 /PGV/ FI/P PITT-GREENVILLE, GREENVILLE, NC. NDB RWY 19, AMDT 14B...DELETE CAT D LANDING MINIMUMS. THIS IS NDB RWY 19, AMDT 14C.

KINSTON

Kinston Regional Jetport at Stallings Field

FDC 7/6355 /ISO/ FI/T KINSTON REGIONAL JETPORT AT STALLINGS FIELD, KINSTON, NC. VOR/DME OR GPS RWY 5, AMDT 12. VOR/DME PORTION NA.

LEXINGTON

Davidson County

FDC 9/0259 /EXX/ FI/T DAVIDSON COUNTY, LEXINGTON, NC. VOR/DME OR GPS RWY 8, AMDT 6...VOR OR GPS-A, AMDT 4A...NDB RWY 8, AMDT 5...TKOF MNMS. PROC NA.

LUMBERTON

Lumberton Muni

FDC 9/0619 /LBT/ FI/P LUMBERTON MUNI, LUMBERTON, NC. NDB RWY 13, AMDT 8A...DELETE CAT D LANDING MNMS. THIS IS NDB RWY 13, AMDT 8B.

FDC 9/0618 /LBT/ FI/P LUMBERTON MUNI, LUMBERTON, NC. ILS RWY 5, ORIG-A...DELETE CAT D LANDING MNMS. THIS IS ILS RWY 5, ORIG-B.

FDC 9/0617 /LBT/ FI/P LUMBERTON MUNI, LUMBERTON, NC. VOR OR GPS RWY 13, AMDT 9A...DELETE CAT D LANDING MNMS. THIS IS VOR OR GPS RWY 13, AMDT 9B.

FDC 9/0615 /LBT/ FI/P LUMBERTON MUNI, LUMBERTON, NC. VOR RWY 5, AMDT 8A...DELETE CAT D LANDING MNMS. THIS IS VOR RWY 5, AMDT 8B.

FDC 9/0613 /LBT/ FI/P LUMBERTON MUNI, LUMBERTON, NC. NDB OR GPS RWY 5, AMDT 1A...DELETE CAT D LANDING MNMS. THIS IS NDB OR GPS RWY 5, AMDT 1B.

MANTEO

Dare County Regional

FDC 9/0580 /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. VOR RWY 17, AMDT 3A...PROCEDURE TURN ALTITUDE 2000. MNM ALT: RBX 4.0 DME 1100. S-17 MDA 1100/HAT 1086 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1100/HAA 1086

ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. DME MNMS: S-17 MDA 440/HAT 426 ALL CATS. VIS CAT C 1 1/4. MISSED APPROACH INSTRUCTIONS: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT RBX VOR/DME AND HOLD.

MAXTON

Laurinburg-Maxton

FDC 9/0566 /MEB/ FI/P LAURINBURG-MAXTON, MAXTON, NC. ILS RWY 5, ORIG-A...S-LOC MDA 740/HAT 524 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 740/HAA 520 CATS A/B/C. THIS IS ILS RWY 5, ORIG-B.

MONROE

Monroe

FDC 9/0707 /EQY/ FI/P MONROE, MONROE, NC. NDB OR GPS RWY 5, AMDT 2A...DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. CHART ASOS 135.775. THIS IS NDB OR GPS RWY 5, AMDT 2B.

FDC 9/0708 /EQY/ FI/P MONROE, MONROE, NC. VOR OR GPS-A, AMDT 11A...DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. CHART: ASOS 135.775. THIS IS VOR OR GPS-A, AMDT 11B.

FDC 9/0706 /EQY/ FI/P MONROE, MONROE, NC. VOR/DME OR GPS-B, AMDT 6A...DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. CHART: ASOS 135.775. THIS IS VOR/DME OR GPS-B, AMDT 6B.

FDC 9/0705 /EQY/ FI/P MONROE, MONROE, NC. ILS RWY 5, ORIG-B...DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. CHART: ASOS 135.775. THIS IS ILS RWY 5, ORIG-C.

MOUNT AIRY

Mount Airy/Surry County

FDC 9/0361 /MWK/ FI/P MOUNT AIRY/SURRY COUNTY, MOUNT AIRY, NC. GPS RWY 36, ORIG...DLT GREENSBORO ALSTG MNMS. DLT NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE GREENSBORO ALSTG MNMS. CHART: AWOS-3, 121.125. THIS IS GPS RWY 36, ORIG-A.

FDC 9/0360 /MWK/ FI/P MOUNT AIRY/SURRY COUNTY, MOUNT AIRY, NC. NDB RWY 36, ORIG...DLT GREENSBORO ALSTG MNMS. DLT NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE GREENSBORO ALSTG MNMS. ADD NOTE: CIRCLING NOT AUTHORIZED EAST OF RWY 18/36. CHART: AWOS-3, 121.125. THIS IS NDB RWY 36, ORIG-A.

NEW BERN

Craven County Regional

FDC 8/1884 /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. RADAR-1, AMDT 2A...ASR RWY 22 NOT AUTHORIZED.

FDC 8/1182 /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. VOR OR GPS RWY 22, AMDT 1C...S-22 MINIMUMS NA. S-22 DME MINIMUMS NA.

NORTH WILKESBORO

Wilkes County

FDC 7/4997 /UKF/ FI/T WILKES COUNTY, NORTH WILKESBORO, NC. GPS RWY 1 ORIG...TAKE-OFF MINIMUMS: RWY 1, 400-1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1700.

ROXBORO

Person County

FDC 8/6114 /TDF/ FI/T PERSON COUNTY, ROXBORO, NC. LOC RWY 6, AMDT 2...DIST FAF TO MAP: 4.56. DIST FAF TO THLD: 4.56. MAP: 4.56 MILES AFTER HUR NDB OR AT I-TDF 1.0 DME TIME/DIST TABLE 60=4:36; 90=3.04, 120=2:18, 150=1:50; 180=1:32. NDB OR GPS RWY 6, AMDT 2A...DIST FAF TO MAP: 4.56. DIST FAF TO THLD: 4.56, MAP: 4.56 MILES AFTER HUR NDB TIME/DIST TABLE: 60=4:36, 90=3:04, 120=2:18, 150=1:50, 180=1:32.

WADESBORO

Anson County

FDC 8/8897 /3A3/ FI/P ANSON COUNTY, WADESBORO, NC. NDB OR GPS RWY 16 AMDT 1C...CHANGE ALL REFERENCE TO RWY 16/34 TO RWY 17/35. DELETE CAT C AND D LANDING MNMS. THIS IS NDB OR GPS RWY 17 AMDT 1D.

WALLACE

Henderson Field

FDC 7/8498 /ACZ/ FI/T HENDERSON FIELD, WALLACE, NC. VOR/DME-A AMDT 4...PROC NA.

WASHINGTON

Wilmington Intl

FDC 8/8562 /ILM/ FI/T WILMINGTON INTL, WILMINGTON, NC. TAKE-OFF MINIMUMS: RWYS 6, 17, 35 STANDARD. RWY 24, 300-1. TEMP CRANE 163 MSL 3100 FT SW OF RWY 6.

FDC 8/8515 /ILM/ FI/T WILMINGTON INTL, WILMINGTON, NC. GPS RWY 6 ORIG...S-6 MNMS NA.

FDC 8/6334 /ILM/ FI/T WILMINGTON INTL, WILMINGTON, NC. LOC BC RWY 17, AMDT 6A...PROC NA.

FDC 8/6220 /ILM/ FI/T WILMINGTON INTL, WILMINGTON, NC. GPS RWY 24, ORIG-A...GPS RWY 6, ORIG...NOTE: STRAIGHT-IN MINIMUMS NOT AUTHORIZED AT NIGHT WHEN CONTROL TOWER CLOSED.

WINSTON-SALEM

Smith Reynolds

FDC 8/8589 /INT/ FI/P SMITH REYNOLDS, WINSTON-SALEM, NC. GPS RWY 33, ORIG...DELETE NOTE: WHEN CONTROL TOWER CLOSED USE GREENSBORO/PIEDMONT ALSTG MINIMUMS. DELETE: GREENSBORO/PIEDMONT ALSTG MINIMUMS. CHART: ASOS. THIS IS GPS RWY 33, ORIG-A.

NORTH DAKOTA

FARGO

Hector Intl

FDC 8/5031 /FAR/ FI/T HECTOR INTL, FARGO, ND. VOR/DME RNAV OR GPS RWY 13, AMDT 6...PROC NA.

GRAND FORKS

Grand Forks Intl ILS/DME Ry 35L

FDC 8/7495 /GFK/ FI/T GRAND FORKS INTL, GRAND FORKS, ND. LOC BC RWY 17R, AMDT 12...CHANGE PROFILE NOTE: PROC TURN REMAIN WITHIN 10 NM. ADD NOTE: PROC TURN NA FOR CAT E.

MINOT

Minot Intl

FDC 8/5350 /MOT/ FI/T MINOT INTL, MINOT, ND. LOC BC RWY 13, AMDT 6...CHG PROFILE NOTE: PROCEDURE TURN REMAIN WITHIN 10 NM. ADD NOTE: PROCEDURE TURN NA FOR CAT E.

MOHALL

Mohall Muni

FDC 9/0363 /HBC/ FI/T MOHALL MUNI, MOHALL, ND. VOR/DME OR GPS RWY 31, AMDT 2A...S-31 MDA 2800/HAT 1151 ALL CATS. VIS CAT C 3. CIRCLING MDA 2800/HAA 1151 ALL CATS. VIS CAT C 3.

OHIO

CLEVELAND

Cleveland-Hopkins Intl

FDC 8/5496 /CLE/ FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. VOR/DME RNAV OR GPS RWY 18, AMDT 10...VOR/DME RNAV OR GPS RWY 36, AMDT 10...PROC NA.

COLUMBUS

Ohio State University

FDC 7/6795 /OSU/ FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. GPS RWY 27L, ORIG-A...S-27L MDA 1600/HAT 697 ALL CATS. VIS CAT A/B 1, CAT C 2, CAT D 2-1/4. CIRCLING MDA 1600/HAA 694 ALL CATS. VIS CAT A/B 1, CAT C 2, CT D 2-1/4.

Port Columbus Intl

FDC 8/9056 /CMH/ FI/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS RWY 28L, AMDT 27. S-LOC MDA 1420/HAT 607 ALL CATS. VIS CAT C RVR 6000, CAT D 1-1/2. CIRCLING MDA 1420/HAA 606 ALL CATS. VIS CAT C 1-3/4.

DAYTON

James M. Cox Dayton Intl

FDC 8/9073 /DAY/ FI/T JAMES M. COX DAYTON INTL, DAYTON, OHIO. ILS RWY 6L AMDT 7...ILS RWY 6L (CAT II) AMDT 7...ILS RWY 6L (CAT III) AMDT 7...TERMINAL ROUTE DAYTON (DQN) VOR/DME OH TO BRUNY (AT) LOM OH NA. PROCEDURE TURN NA. RADAR REQUIRED.

DELAWARE

Delaware Muni

FDC 8/6248 /DLZ/ FI/T DELAWARE MUNI, DELAWARE, OH. NDB RWY 10, AMDT 4...GPS RWY 10, ORIG...VOR RWY 28, AMDT 5...GPS RWY 28, ORIG...S-10 MINIMUMS NA. S-28 MINIMUMS NA. PROCEDURES NA AT NIGHT.

HAMILTON

Hamilton-Fairfield

FDC 8/6946 /HAO/ FI/T HAMILTON-FAIRFIELD, HAMILTON, OH. GPS RWY 29, AMDT 1...S-29 MNMS NA. PROC NA AT NIGHT. NDB OR GPS-A, AMDT 2...PROC NA AT NIGHT.

WASHINGTON COURT HOUSE

Fayette County

FDC 9/0545 /I23/ FI/P FAYETTE COUNTY, WASHINGTON COURT HOUSE, OH. GPS RWY 22, ORIG...MISSED APPROACH INSTRUCTIONS, CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT ABUFO WP AND HOLD. THIS IS GPS RWY 22 ORIG-A.

OKLAHOMA

ALTUS

Altus Muni

FDC 7/3573 /AXS/ FI/T ALTUS MUNI, ALTUS, OK. GPS RWY 17, ORIG...PROC NA.

FDC 7/3572 /AXS/ FI/T ALTUS MUNI, ALTUS, OK. VOR/DME RNAV RWY 17, AMDT 1...PROC NA.

BARTLESVILLE

Bartlesville Muni

FDC 8/8879 /BVO/ FI/P BARTLESVILLE MUNI, BARTLESVILLE, OK. GPS RWY 17, ORIG...CHG ALSTG NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE TULSA ALSTG. ALT MNMS NA. THIS IS GPS RWY 17, ORIG-A.

FDC 8/8878 /BVO/ FI/P BARTLESVILLE MUNI, BARTLESVILLE, OK. GPS RWY 35, ORIG...CHG ALSTG NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE TULSA ALSTG. DLT NOTE: VDP AND DESCENT ANGLE/GRADIENT NA WITH TULSA ALSTG. DLT DESCENT ANGLE/TCH. ALT MNMS NA. THIS IS GPS RWY 35, ORIG-A.

CLINTON

Clinton-Sherman

FDC 8/6774 /CSM/ FI/T CLINTON-SHERMAN, CLINTON, OK. GPS RWY 17R, ORIG...S-17R MDA 2340/HAT 418 ALL CATS. S-17R VIS CAT C 1 1/4, CAT E 1 1/2. HOBART ALSTG MNMS: S-17R MDA 2440/HAT 518. S-17R VIS CAT C 1 1/2, CAT D 1 3/4. TEMPORARY OIL RIG 2076 FT MSL 3858 FT NW OF RWY 17R.

OKLAHOMA CITY

Wiley Post

FDC 8/2276 /PWA/ FI/T WILEY POST, OKLAHOMA CITY, OK. VOR OR GPS RWY 35R, AMDT 2...VOR PORTION NA.

PAULS VALLEY

Pauls Valley Muni

FDC 9/0599 /F61/ FI/T PAULS VALLEY MUNI, PAULS VALLEY, OK. NDB RWY 35, AMDT 3A...S-35 MDA 1720/HAT 756 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 1720/HAA 752 CATS A/B/C. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 1 1/2. TEMPORARY CRANE 1273 FT MSL 1.40 NM WEST OF RWY 35.

POTEAU

Robert S. Kerr

FDC 8/0701 /RKR/ FI/T ROBERT S. KERR, POTEAU, OK. VOR/DME RWY 36, AMDT 4...PROC NA.

TULSA

Richard Lloyd Jones Jr.

FDC 8/4197 /RVS/ FI/T RICHARD LLOYD JONES JR., TULSA, OK. ILS RWY 1L, ORIG...S-ILS-1L DH 877/252. TEMPORARY CRANE 879 FT NE OF RWY 1L.

Tulsa Intl

FDC 9/0605 /TUL/ FI/T TULSA INTL, TULSA, OK. ILS RWY 18R, AMDT 6A...AUTOPILOT COUPLED APPROACH NA BLW 1280 MSL.

FDC 9/0370 /TUL/ FI/P TULSA INTL, TULSA, OK. ILS RWY 36R, AMDT 28B...MINIMUM ALTITUDE I-TUL 4 DME 1260* *LOC ONLY. THIS IS ILS RWY 36R, AMDT 28C.

FDC 9/0099 /TUL/ FI/P TULSA INTL, TULSA, OK. NDB RWY 36R, AMDT 19D...CHANGE RICKK/I-TUL 17.1 DME TO RICKK/I-TUL 17.17 DME; WEBBZ/I-TUL 11.1 DME TO WEBBZ/I-TUL 11.17 DME; OILLR LOM/I-TUL 7.1 DME TO OILLR LOM/I-TUL 7.17 DME; I-TUL 4.0 DME (SDF) TO I-TUL 4.2 DME. I-TUL 4.2 DME (SDF) MINIMUM ALTITUDE 1320. THIS IS NDB RWY 36R, AMDT 19E.

FDC 8/9136 /TUL/ FI/P TULSA INTL, TULSA, OK. ILS RWY 36R, AMDT 28B...CHANGE RICKK/I-TUL 17.1 DME TO RICKK/I-TUL 17.17 DME; WEBBZ/I-TUL 11.1 DME TO WEBBZ/I-TUL 11.17 DME; OILLR LOM/I-TUL 7.1 DME TO OILLR LOM/I-TUL 7.17 DME; I-TUL 4.0 DME (SDF) TO I-TUL 4.2 DME. THIS IS ILS RWY 36R, AMDT 28C.

FDC 8/1887 /TUL/ FI/T TULSA INTL, TULSA, OK. HI-NDB OR ILS RWY 36R...DME MNMS: S-NDB 36R - MDA 1220/HAT 571 ALL CATS. VIS CAT C 1. CIRCLING: CAT C MDA 1220/HAA 543.

OREGON

ASTORIA

Astoria Regional

FDC 8/0589 /AST/ FI/T ASTORIA REGIONAL, ASTORIA, OR. VOR OR GPS RWY 8 AMDT 11...S-8 MDA 740/HAT 730 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING CAT A MDA 740, HAA 729, CAT D MDA 900 VIS 3, HAA 889. ALTERNATE MINIMUMS: CAT D 900-3.

BAKER

Baker City Muni

FDC 8/8751 /BKE/ FI/T BAKER CITY MUNI, BAKER, OR. VOR/DME OR GPS RWY 12, AMDT 10...VOR OR GPS-A, ORIG...CHANGE PROC NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF, WHEN NOT RECEIVED, PROC NA. DELETE ALTN MNMS CONTROL ZONE NOTE.

GRANTS PASS

Grants Pass

FDC 8/5971 /3S8/ FI/T GRANTS PASS, GRANTS PASS, OR. GPS-A, ORIG...CIRCLING MDA 3300/HAA 2174 CAT A/B. TERMINAL ROUTE: KOLER INT TO ROKSY WP ALT 6600.

MEDFORD

Rogue Valley Intl-Medford

FDC 9/0713 /MFR/ FI/T ROGUE VALLEY INTL-MEDFORD, MEDFORD, OR. ILS/DME RWY 14, AMDT 14...ILS S-14: CAT D MINIMUMS NOT AUTHORIZED. LOC SI-14: CAT D MINIMUMS NOT AUTHORIZED. CIRCLING: CAT D MINIMUMS NOT AUTHORIZED. CHANGE MISSED APPROACH TO READ: CAT A, CLIMB TO 2000, CAT B CLIMB TO 2200; CAT C, CLIMB TO 2600; THEN CLIMBING RIGHT TURN TO 6300 DIRECT OED VORTAC AND HOLD.

FDC 9/0712 /MFR/ FI/T ROGUE VALLEY INTL-MEDFORD, OR. VOR/DME OR GPS-C, AMDT 2...CHANGE MISSED APPROACH TO READ: CLIMB TO 7500 OED VORTAC AND HOLD.

FDC 9/0711 /MFR/ FI/T ROGUE VALLEY INTL-MEDFORD, OR. VOR OR GPS-A, AMDT 2...CHANGE MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 6300 DIRECT OED VORTAC AND HOLD.

FDC 9/0710 /MFR/ FI/T ROGUE VALLEY INTL-MEDFORD, OR. LOC/DME BC-B, AMDT 6...CHANGE MISSED APPROACH TO READ: CLIMB TO 7500 DIRECT OED VORTAC AND HOLD.

FDC 9/0529 /MFR/ FI/T ROGUE VALLEY INTL-MEDFORD, MEDFORD, OR. VOR/DME OR GPS RWY 14, AMDT 3...S-14 RVR CAT A AND B: 6000. MISSED APPROACH: CLIMBING RIGHT TURN TO 6300 DIRECT OED VORTAC AND HOLD. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-14 CAT A. FOR INOPERATIVE MALSR INCREASE S-14 CAT B VISIBILITY TO 1 1/2 MILE.

NEWPORT

NEWPORT MUNI

FDC 7/3953 /ONP/ FI/P NEWPORT MUNI, NEWPORT, OR. ILS RWY 16 ORIG-A...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AGET LOM/ONP 6 DME AND HOLD. THIS IS ILS RWY 16 ORIG-B.

FDC 7/1887 /ONP/ FI/T NEWPORT MUNI, NEWPORT, OR. ILS RWY 16, ORIG...LOC UNUSABLE FROM MM INBD.

NORTH BEND

North Bend Muni

FDC 7/3863 /OTH/ FI/T NORTH BEND MUNI, NORTH BEND, OR. ILS RWY 4 AMDT 5...ADF REQUIRED.

PENDLETON

Eastern Oregon Regional at Pendleton

FDC 8/8798 /PDT/ FI/T EASTERN OREGON REGIONAL AT PENDLETON, PENDLETON, OR. VOR OR GPS RWY 7, AMDT 14...DLT NOTE: WHEN CONTROL ZONE NOT IN EFFECT...DLT ALTN MNMS CONTROL ZONE NOTE.

PORTLAND

Portland Intl

FDC 9/0506 /PDX/ FI/T PORTLAND INTL, PORTLAND, OR. DEPARTURE PROCEDURES/TAKE-OFF MINIMUMS: ADD NOTE: AIRCRAFT DEPARTING RWY 28R. AIRCRAFT TAXIING IN VICINITY OF DEPARTURE END OF RWY 280 FT LEFT OF CENTERLINE. AIR CARRIER REDUCTIONS BELOW STANDARD TAKEOFF MINIMUMS ARE NOT AUTHORIZED.

FDC 8/1922 /PDX/ FI/T PORTLAND INTL, PORTLAND, OR. ILS RWY 10R, AMDT 30D...CAT II AND III NOT AUTHORIZED EXCEPT WHEN ATC ADVISES TEMP OBSTRUCTIONS ARE REMOVED.

Portland-Hillsboro

FDC 7/3818 /HIO/ FI/T PORTLAND-HILLSBORO, PORTLAND, OR. IFR TAKEOFF MINIMUMS AND DEP PROC, AMDT 4...NOTE: RWY 20, 81 FT AGL, TREES 1000 FT FROM DEP END OF RWY, 600 FT LEFT OF CENTERLINE.

Portland Troutdale

FDC 8/8752 /TTD/ FI/T PORTLAND TROUTDALE, PORTLAND, OR. NDB OR GPS-A, AMDT 8...DELETE NOTE:

WHEN CONTROL ZONE NOT IN EFFECT. DELETE ALTN MNMS CONTROL ZONE NOTE.

THE DALLES

Columbia Gorge Regional/The Dalles Muni

FDC 8/8153 /DLS/ FI/T COLUMBIA GORGE REGIONAL/ THE DALLES MUNI, THE DALLES, OR. VOR/DME OR GPS-A AMDT 4...PROCEDURE NOT AUTHORIZED.

PACIFIC

AMERICAN SAMOA

PAGO PAGO

Pago Pago Intl

FDC 7/2878 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR/DME OR TACAN-A AMDT 3...VOR/DME OR TACAN-B AMDT 5...NOTE: WHEN CONTROL TOWER CLOSED--1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED.

FDC 7/2877 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. ILS/DME RWY 5 AMDT 13...NOTE: WHEN CONTROL TOWER CLOSED--1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: STANDARD * **. *ILS CATS C/D 700-2. **NA WHEN CONTROL TOWER CLOSED.

FDC 7/2876 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR-D AMDT 5...NOTE: WHEN CONTROL TOWER CLOSED--1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: ALL CATS 1100-3*. *NA WHEN CONTROL TOWER CLOSED.

FDC 7/2875 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. NDB-C AMDT 6...IFR ALTN MNMS: STANDARD*#. *CAT D 800-2 1/4. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

GUAM

AGANA

Guam Intl

FDC 9/0253 /GUM/ FI/T GUAM INTL, AGANA, GUAM. ILS RWY 6L AMDT 1...DELETE NOTE: DME REQUIRED. ADD NOTE: RADAR REQUIRED. CHANGE MISSED APPROACH INSTRUCTIONS TO READ CLIMB TO 2600 EXPECT RADAR VECTORS.

FDC 7/0023 /GUM/ FI/T GUAM INTL, AGANA, GUAM. VOR/DME OR TACAN RWY 6L ORIG...TACAN AZIMUTH UNUSABLE.

TINIAN ISLAND

West Tinian

FDC 7/5912 /TNI/ FI/T WEST TINIAN, TINIAN ISLAND, MP. NDB-A AMDT 1...ALTN MNMS: STANDARD EXCEPT CAT C 800-2 1/4 CAT D 800 2 1/2. NA WHEN TERMINAL WEATHER NOT AVAILABLE (0900 UTC TO 2000 UTC). TERMINAL WEATHER AVAILABLE ON SAIPAN RADIO 123.6 (CTAF) FROM 2000 UTC TO 0900 UTC.

MARSHALL ISLANDS

SAND ISLAND/MIDWAY ATOLL

Midway Atoll-Henderson Field

FDC 8/6639 /MDY/ FI/T MIDWAY ATOLL-HENDERSON FIELD, SAN ISLAND, MIDWAY ATOLL, MQ. GPS RWY 6 ORIG...GPS RWY 24 ORIG...NA, EXCEPT FOR OPERATORS WHO HAVE RECEIVED UPDATED GPS DATA AFTER 0001Z, 17 SEP 98.

PENNSYLVANIA

ALLENTOWN

Allentown/Lehigh Valley Intl

FDC 8/7975 /ABE/ FI/T LEHIGH VALLEY INTL, ALLENTOWN, PA. LOC BC RWY 24 AMDT 20...CHANGE NOTE FROM RADAR OR DME REQUIRED TO RADAR REQUIRED. TERMINAL ROUTE EJC VORTAC TO NAZAR INT/ETX 21.9 DME NA. TERMINAL ROUTE SBJ VOR/DME TO NAZAR INT/ETX 21.9 DME NA. TERMINAL ROUTE STW VOR/DME TO NASAR INT/ETX 21.9 DME NA. TERMINAL ROUTE NAZAR INT/ETX 21.9 DME TO WILEY/ETX 16.9 DME/RADAR NA. HOLD IN LIEU OF PT, NAZAR INT/ETX 21.9 DME NA.

FDC 7/5632 /ABE/ FI/T LEHIGH VALLEY INTL, ALLENTOWN, PA. VOR OR TACAN OR GPS-A, AMDT 8...VOR PORTION NA.

ALTOONA

Altoona-Blair County

FDC 8/8967 /AOO/ FI/P ALTOONA-BLAIR COUNTY, ALTOONA, PA. ILS RWY 20 AMDT 5...DELETE ALL REFERENCES TO MM. THIS IS ILS RWY 20 AMDT 5A.

BEAVER FALLS

Beaver County

BRADFORD

Bradford Regional

FDC 8/8968 /BFD/ FI/P BRADFORD REGIONAL, BRADFORD, PA. VOR/DME OR GPS RWY 14 AMDT 8...DELETE NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE DUBOISE ALSTG. DELETE TIME DISTANCE TABLE. THIS IS VOR/DME OR GPS RWY 14 AMDT 8A.

CARLISLE

Carlisle

FDC 6/5198 /N94/ FI/T CARLISLE, CARLISLE, PA. NDB OR GPS RWY 28, AMDT 2A... S-28 MNMS NA.

CHAMBERSBURG

Chambersburg Muni

FDC 8/7982 /N68/ FI/P CHAMBERSBURG MUNI, CHAMBERSBURG, PA. VOR/DME OR GPS-B AMDT 1...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-B AMDT 1A.

DU BOIS

Du Bois-Jefferson County

FDC 8/8965 /DUJ/ FI/P DU BOIS-JEFFERSON COUNTY, DU BOIS, PA. ILS RWY 25 AMDT 7...DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 25 AMDT 7A.

LANCASTER

Lancaster

FDC 9/0507 /LNS/ FI/T LANCASTER, LANCASTER, PA. VOR/DME OR GPS RWY 26 AMDT 7...S-26: MDA

1000/HAT 605 ALL CATS. VIS CAT C 1 3/4. CAT D 2. CIRCLING: MDA 1000/HAA 597 ALL CATS. VIS CAT C 1 3/4. HARRISBURG INTL ALSTG MNMS: S-26: MDA 1080/HAT 685 ALL CATS. VIS CAT C 2. CAT D 2 1/4. CIRCLING: MDA 1080/HAA 677 ALL CATS, VIS CAT C 2.

MYERSTOWN

Decks

FDC 8/9009 /9D4/ FI/P DECKS, MYERSTOWN, PA. VOR/DME OR GPS-A AMDT 1...DELETE TIME/DISTANCE TABLE. THIS IS VOR/DME OR GPS-A AMDT 1A.

PERKASIE

Pennridge

FDC 8/8823 /N70/ FI/T PENNRIDGE, PERKASIE, PA. GPS RWY 26 ORIG...DELETE TERMINAL ROUTE: METRO WP TO ABBYS WP. DELETE TERMINAL ROUTE: ARD VORTAC TO ABBYS WP. CHART ABBYS WP AS IAF.

PHILADELPHIA

Northeast Philadelphia

FDC 7/8510 /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 33 AMDT 4...TRANSITION FROM ECHEL TO FARES NA.

FDC 7/8508 /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 15 AMDT 2...TRANSITION FROM BUCKS TO PACKS NA.

Philadelphia Intl

FDC 9/0334 /PHL/ FI/P PHILADELPHIA INTL, PHILADELPHIA, PA. COPTER ILS RWY 17 ORIG...DELETE ALL REFERENCE TO MM. THIS IS COPTER ILS RWY 17 ORIG-A.

FDC 8/8964 /PHL/ FI/P PHILADELPHIA INTL, PHILADELPHIA, PA. CONVERGING ILS RWY 17 AMDT 2...DELETE ALL REFERENCES TO MM. THIS IS CONVERGING ILS RWY 17 AMDT 2A.

FDC 8/8963 /PHL/ FI/P PHILADELPHIA INTL, PHILADELPHIA, PA. ILS RWY 17 AMDT 5...DELETE ALL REFERENCES TO MM. THIS IS ILS RWY 17 AMDT 5A.

FDC 7/8512 /PHL/ FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 17 AMDT 4...TRANSITION FROM BUCKS TO BROMA NA.

PITTSBURGH

Allegheny County

FDC 8/5955 /AGC/ FI/T ALLEGHENY COUNTY, PITTSBURGH, PA. NDB OR GPS RWY 28, AMDT 22A...MINIMUM ALT MIFFY OM NA. OM MINIMUMS NA.

STATE COLLEGE

University Park

FDC 9/0735 /UNV/ FI/P UNIVERSITY PARK, STATE COLLEGE, PA. ILS RWY 24 AMDT 8A...S-ILS 24 VIS 1/2 ALL CATS. S-LOC 24 VIS CAT A/B/C 1/2. CAT D 3/4. DELETE NOTE: CIRCLING NA AT NIGHT TO RWY 34. DELETE NOTE: INOP TABLE DOES NOT APPLY TO S-ILS 24. DELETE NOTE: FOR INOP MALSR INCREASE S-LOC 24 CAT A/B/C VIS TO 1 MILE. THIS IS ILS RWY 24 AMDT 8B.

WILLIAMSPORT

Williamsport Regional

FDC 8/1605 /IPT/ FI/T WILLIAMSPORT REGIONAL, WILLIAMSPORT, PA. VOR/DME RNAV-A, ORIG...PROC NA.

PUERTO RICO

MAYAGUEZ

Eugenio Maria De Hostos

FDC 7/3828 /MAZ/ FI/T EUGENIO MARIA DE HOSTOS, MAYAGUEZ, PR. VOR OR GPS RWY 9, AMDT 8...S-9 MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 2500 DIRECT MAZ VOR/DME AND HOLD. ALTERNATE MINIMUMS: 1000-3, NA WHEN CLASS E AIRSPACE IS NOT IN EFFECT. WHEN CLASS E AIRSPACE NOT IN EFFECT, PROC NA. MSA FROM MAZ VOR/DME 045 TO 225 16000.

SAN JUAN

Luis Munoz Marin Intl

FDC 9/0210 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. HI-ILS/DME RWY 8..,S-ILS-8: DH 260/HAT 250 ALL CATS. S-LOC 8: MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. DIST FAF TO MAP 4.0 NM, DIST MAP TO THLD 0.6 NM (LOC UNUSABLE 0.6 NM INBOUND). KNOTS/MIN: SEC: 120/2:00, 140/1:36, 160/1:30, 180/1:19, 200/1:12.

FDC 9/0209 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. HI-ILS RWY 8...S-ILS-8: DH 260/HAT 250 ALL CATS. S-LOC-8: MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. DIST FAF TO MAP 4.0 NM, DIST MAP TO THLD 0.6 NM (LOC UNUSABLE 0.6 NM INBOUND). KNOTS/MIN: SEC: 120/2:00, 140/1:36, 160/1:30, 180/1:19, 200/1:12.

FDC 9/0907 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8 AMDT 15B...S-ILS-8: DH 260/HAT 250 ALL CATS. S-LOC-8: MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. DIST FAF TO MAP 4.0 NM, DIST MAP TO THLD 0.6 NM (LOC UNUSABLE 0.6 NM INBOUND). KNOTS/MIN: SEC: 60/4:00, 90/2:39, 120/2:00, 150/1:36, 180/1:19.

FDC 8/3442 /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8, AMDT 15A...TERMINAL ROUTE VARNA INT TO WESEN INT, DISTANCE: 8.14, MINIMUM ALT 3200. THIS IS ILS RWY 8, AMDT 15B.

FDC 8/3413 /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 8, AMDT 7A...TERMINAL ROUTE SANLO INT TO SJ LOM: DISTANCE: 15.25, MINIMUM ALTITUDE 4000. THIS IS NDB RWY 8, AMDT 7B.

FDC 8/1949 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. GPS RWY 10 ORIG...S-10 VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B. FOR INOPERATIVE MALSR, INCREASE S-10 CAT C VIS TO 1 1/4.

FDC 8/1948 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 10, AMDT 4A...S-ILS 10 DH 316/HAT 307 ALL CATS. VIS 1. INOPERATIVE TABLE DOES NOT APPLY. S-LOC 10 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC-10 CAT A/B. HI-ILS/DME RWY 10...S-ILS 10 DH 316/HAT 307 VIS 1 ALL CATS. S-LOC 10 VIS CAT A/B 1.

RHODE ISLAND

NORTH KINGSTOWN

Quonset State

FDC 8/1939 /OQU/ FI/T QUONSET STATE, NORTH KINGSTOWN, RI. ILS RWY 16 AMDT 7...S-LOC 16: MDA

680/HAT 661 ALL CATS, VIS CAT A AND B 3/4, CAT C 1 1/4, CAT D 1 1/2. CIRCLING: MDA 680/HAA 661 ALL CATS, VIS CAT C 1 3/4. BEYEL FIX MNMS NA.

PROVIDENCE

Theodore Francis Green State

FDC 9/0614 /PVD/ FI/P THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. CORRECT U.S. TRML PROC NE VOL 1 OF 3 DATED 28 JAN 99, PAGE 284. ILS RWY 5R (CAT II) AMDT 16A...SECOND LINE OS S-ILS 5R MNMS SHOULD READ AS FOLLOWS: FOR CATS A/B/C/D - DH 153/77 RA/RVR 1200/HAT 100.

FDC 8/8321 /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR OR GPS RWY 34 AMDT 4...S-34 MDA 960/HAT 909 ALL CATS, CATS A/B VIS RVR 5000. CAT C VIS 2/14, CAT D VIS 2 1/2. CIRCLING: MDA 960/HAA 905 ALL CATS CATS A/B VIS 1 1/4, CAT C 2 3/4 CAT D 3. CHANGE NOTE: INOP TABLE DOES NOT APPLY TO CATS A/B TO READ: FOR INOP MALSR, INCREASE S-34 CATS A/B VIS TO RVR 6000.

FDC 8/6793 /PVD/ FI/P THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 23, AMDT 4...CHANGE ALL REFERENCES TO RWY 5-23 TO RWY 5R-23L. THIS IS ILS RWY 23L, AMDT 4A.

FDC 8/6792 /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 5L AND RWY 23R NA. RWY 34, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 400 FT PER NM TO 300.

SOUTH CAROLINA

Allendale

Allendale County

FDC 8/6890 /88J/ FI/T ALLENDALE COUNTY, ALLENDALE, SC. GPS RWY 35, ORIG...S-35 MDA 660/HAT 499 ALL CATS. CIRCLING MDA 780/HAA 619 CAT D.

CHARLESTON

Charleston AFB/Intl

FDC 8/4194 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-ILS RWY 15...RADAR REQUIRED. CHS 24 DME ARC NA.

Charleston Executive

FDC 8/4631 /JZI/ FI/T CHARLESTON EXECUTIVE, CHARLESTON, SC. VOR/DME RNAV RWY 9 AMDT 5A...DELETE ALL REFERENCES TO STEPDOWN FIX 2NM FROM MAP WPT. S-9 MDA 660/HAT 640 ALL CATS. VIS CAT C 1 3/4. CAT D 2. CIRCLING MDA 660/HAA 640 ALL CATS. VIS CAT C 1 3/4.

COLUMBIA

Columbia Metropolitan

FDC 8/3926 /CAE/ FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. VOR/DME RNAV OR GPS RWY 5 ORIG-A...CIRCLING MDA 760/HAA 524 CAT C, CAT D MDA 860/HAA 624.

CONWAY

Horry County

FDC 8/3210 /HYW/ FI/T HORRY COUNTY, CONWAY, SC. VOR/DME-B AMDT 4...PROC NA.

FLORENCE

Florence Regional

FDC 8/3757 /FLO/ FI/P FLORENCE REGIONAL, FLORENCE, SC. RADAR-1 ORIG...S-27 MDA 560, HAT 420 ALL CATS. VISIBILITY CAT C AND D 1 1/4. CIRCLING HAA 692 ALL CATS. THIS IS RADAR-1 ORIG-A.

GEORGETOWN

Georgetown County

FDC 8/3770 /GGE/ FI/P GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5, AMDT 5...CIRCLING HAA 480 CATS A/B/C, 700 CAT D. MYRTLE BEACH INTL ALTIMETER SETTING MINIMUMS: CIRCLING HAA 600 CAT A/B/C, 820 CAT D. PLANVIEW: DELETE TERMINAL ROUTE FROM PLANN TO GEORGETOWN NDB. THIS IS NDB OR GPS RWY 5, AMDT 5A.

GREER

Greenville-Spartanburg

FDC 7/1946 /GSP/ FI/T GREENVILLE-SPARTANBURG, GREER, SC. NDB RWY 3, AMDT 14A...PROCEDURE TURN COURSE: 217 OUTBOUND, 037 INBOUND. FINAL APPROACH: 037.

LAKE CITY

Lake City Muni CJ Evans Field

FDC 8/5757 /51J/ FI/T LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A AMDT 1B...PROC NA.

FDC 8/3772 /51J/ FI/P LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A, AMDT 1A...CIRCLING MDA 740/HAA 665 CATS A/B, HAA 705 CAT C, HAA 785 CAT D. THIS IS NDB OR GPS-A, AMDT 1B.

LORIS

Twin City

FDC 8/6899 /5J9/ FI/P TWIN CITY, LORIS, SC. VOR/DME-A, AMDT 2...CIRCLING MDA 600/HAA 499 CATS A AND B. DELETE CAT C AND D MINIMUMS. MSA FROM GRAND STRAND VORTAC 2100. THIS IS VOR/DME-A, AMDT 2A.

MYRTLE BEACH

Myrtle Beach Intl

FDC 8/3209 /MYR/ FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 17 ORIG-A...TERMINAL ROUTE: CRE 14 DME ARC NA. NOTE: RADAR REQUIRED.

FDC 8/3208 /MYR/ FI/P MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 35 ORIG-A...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 VIA HEADING 350 TO INTERCEPT CRE R-302 TO KOOKE INT AND HOLD. PLAN VIEW: DELETE CRE 16 DME AT KOOKE INTERSECTION. THIS IS ILS RWY 35 ORIG-B.

WALTERBORO

Walterboro Muni

FDC 8/5105 /RBW/ FI/T WALTERBORO MUNI, WALTERBORO, SC. TAKE-OFF MINIMUMS...RWY 5, 300-1 OR

STANDARD WITH A MINIMUM CLIMB OF 280 FT PER NM TO 300. 256 MSL TANK .54 NM FROM DEPARTURE END RWY 5, 1023 FT NW OF EXTENDED CENTERLINE RWY 23.

SOUTH DAKOTA

BROOKINGS

Brookings Muni

FDC 8/6216 /BKX/ FI/T BROOKINGS MUNI, BROOKINGS, SD. VOR OR GPS RWY 30, AMDT 10...VOR PORTION NA.

TENNESSEE

BRISTOL-JOHNSON-KINGSPORT

Tri-Cities Regional

FDC 7/6279 /TRI/ FI/P TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN/VA. ILS RWY 23, AMDT 24A. ILS RWY 23 (CAT II), AMDT 24A...ADD NOTE: ILS UNUSEABLE INSIDE THLD. THIS IS ILS RWY 23, AMDT 24B AND ILS RWY 23 (CAT II), AMDT 24B.

FDC 5/2690 /TRI/ FI/T TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN. RADAR 1 AMDT 15...ASR 5: MINIMUM ALTITUDE 3 MILES FROM THRESHOLD 2400. MDA 2080/HAA 582 ALL CATS, VIS CAT C 1-1/2, CAT D 1-3/4.

CROSSVILLE

Crossville Memorial-Whitson Field

FDC 9/0587 /CSV/ FI/P CROSSVILLE MEMORIAL-WHITSON FIELD, CROSSVILLE, TN. ILS RWY 26 AMDT 11A...DELETE ALL REFERENCES TO MM. DELETE NOTE: LOCALIZER USUSEABLE MM INBOUND. THIS IS ILS RWY 26 AMDT 11B.

DAYTON

Mark Anton

FDC 7/7660 /2AO/ FI/T MARK ANTON, DAYTON, TN. GPS RWY 21, ORIG...PROC NA.

KNOXVILLE

McGhee-Tyson

FDC 7/6925 /TYS/ FI/T MCGHEE-TYSON, KNOXVILLE, TN. ILS RWY 23R AND ILS RWY 23R (CAT II), AMDT 10A...PROCEDURE TURN INBOUND: MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED. HI-ILS RWY 23...AFTER INTERCEPTING LOCALIZER, MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED.

LOUISVILLE

Louisville Intl-Standiford Field

FDC 9/0317 /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, TN. EFF EXCEPT WHEN ATCT ADVISES CRANE IS DOWN. ILS RWY 35R (CATS I, II AND III), AMDT 2...S-ILS-35R (CAT I): DH 813/HAT 333 VIS RVR 4000 ALL CATS. S-ILS-35R (CAT II AND III): PROC NA. DME MINIMUMS: S-LOC-35R: MDA 940/HAT 460 ALL CATS VIS RVR 4000 CATS A/B/C RVR 5000 CAT D. NOTES: FOR INOP ALSF-2, LOC VIS 1 MILE CATS A/B. TEMP CRANE (686 FT MSL/230 FT AGL) 770 FT LEFT OF C/L 4800 FT FROM THLD. IFR DEP PROC...TAKEOFF MINIMUMS RWY 17L: 700-2, OR STANDARD WITH MIN CLIMB OF 280 FT/NM TO 1300.

MEMPHIS

General DeWitt Spain

FDC 7/5251 /MO1/ FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. IFR DEPARTURE PROCEDURE, ORIG...TAKEOFF MNMS: RWY 16: 600-2 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 800. RWY 34: STANDARD. IFR DEPARTURE PROCEDURE: RWYS 16/34: CLIMB RUNWAY HEADING TO 900 THEN CLIMB ON COURSE.

Memphis Intl

FDC 9/0205 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36L (CATS I, II, III), AMDT 13A...S-ILS-36L: GLIDE SLOPE INTERCEPT ALTITUDE (ASTERIK) 4000.

FDC 9/0176 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36R (CAT I, II, III), AMDT 1A...MINIMUMS: CAT III ILS: CAT IIIB RVR 300.

FDC 8/8985 /MEM/ FI/P MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36R (CAT I,II,III) AMDT 1...MNMS: CAT III ILS; CAT IIIC NA. THIS IS ILS RWY 36R (CAT I, II, III) AMDT 1A.

FDC 8/2251 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. TKOF MNMS: RWY 36R, 300-1 OR STANDARD WITH A MNM CMB OF 340 FT PER MILE TO 700 FT. TEMP CRANE 372 FT MSL 1454 FT NNE OF RWY 18L.

FDC 8/0750 /MEM/ FI/P MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36R (CAT I,II,III),ORIG...GLIDE SLOPE ALTITUDE AT HADAN/I-MYO 12.6 DME RADAR IS 3989. CHART GLIDE SLOPE INTERCEPT ALTITUDE 3000 BETWEEN HADAN AND MCGHE FIXES. THIS IS ILS RWY 36R, (CAT I,II,111) ORIG-A.

FDC 7/6163 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. RADAR-1, AMDT 37B...ASR S-18C: PROC NA ASR S-36C: PROC NA. ASR S-9: MDA 800/HAT 541 ALL CATS. ASR S-27: MDA 780/HAT 488 ALL CATS. ASR S-36L: MDA 820/HAT 500 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. ASR CIRCLING: CAT A MDA 860/HAA 525, CAT B/C/D MDA 920/HAA 585.

FDC 6/9008 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. NDB RWY 36C, AMDT 7A...PROC NA.

MURFREESBORO

Murfreesboro Muni

FDC 8/1515 /MBT/ FI/T MURFREESBORO MUNI, MURFREESBORO, TN. NDB RWY 18, ORIG...NDB CIRCLING MINIMUMS: CAT B/C MDA 1300/HAA 685, VIS CAT C 2. BUYRO DME MINIMUMS: S-18 MDA 1060/HAT 447 ALL CATS. CIRCLING: MDA CAT A 1060/HAA 445, MDA CATS B/C 1300/HAA 685, VIS CAT C 2.

FDC 8/1511 /MBT/ FI/T MURFREESBORO MUNI, MURFREESBORO, TN. IFR DEPARTURE PROCEDURE: RWY 18: 400-1 1/2.

NASHVILLE

Nashville Intl

FDC 9/0024 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20L, AMDT 4...CIRCLING: MDA 1120/HAA 521 CATS A/B/C.

FDC 9/0023 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R, AMDT 7A...CIRCLING: MDA 1120/HAA 521 CATS A/B/C. DME MINIMUMS: CIRCLING: MDA 1120/HAA 521 CATS A/B/C.

FDC 9/0022 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. RADAR-1, AMDT 22A...ASR S-20R MDA 1060/HAT 482 ALL CATS. CIRCLING: MDA 1120/HAA 521 CATS A/B/C.

FDC 8/2386 /BNA/ FI/P NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R, AMDT 7...TERMINAL ROUTE: HIKRY/ BNA 10.50 DME/RADAR TO AKUFF/BNA 7.50 DME/RADAR: MINIMUM ALTITUDE 3000*; AKUFF TO OPERY INT/LOM/BNA 4.30 DME/RADAR MINIMUM ALTITUDE 2000. *2000 WHEN AUTHORIZED BY ATC. THIS IS ILS RWY 20R, AMDT 7A.

FDC 7/2351 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 20R AMDT 7...DME MNMS NA.

FDC 7/0941 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...MDA AT TEPEA/ I-BNA 5 DME FIX: 1800. NDB OR GPS RWY 20R, AMDT 7...DME MINIMUMS NA.

FDC 6/3460 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...DME OR RADAR REQUIRED. MINIMUM ALTITUDE AT TEPEA/I-BNA 5.0 DME/RADAR FIX 1800. USE ONLY 'TEPEA RADAR OR DME MINIMUMS'.

PULASKI

Abernathy Field

FDC 8/5884 /GZS/ FI/T ABERNATHY FIELD, PULASKI, TN. NDB OR GPS RWY 15 AMDT 4...GPS PORTION NA.

SAVANNAH

Savannah-Hardin County

FDC 7/6452 /SNH/ FI/P SAVANNAH-HARDIN COUNTY, SAVANNAH, TN. VOR/DME RWY 18, AMDT 5B...CHANGE ALL REFERENCES TO RWY 18-36 TO RWY 19-01. THIS IS VOR/DME RWY 19, AMDT 5C.

SMYRNA

Smyrna

FDC 9/0359 /MQY/ FI/P SMYRNA, SMYRNA, TN. NDB RWY 32 AMDT 8...ALTERNATE MINIMUMS NA. THIS IS NDB RWY 32 AMDT 8A.

TRENTON

Gibson County

FDC 8/8541 /TGC/ FI/T GIBSON COUNTY, TRENTON, TN. NDB OR GPS RWY 19 AMDT 3...MNMS: S-19 - MDA 1240/HAT 881 ALL CATS. VIS CATS A/B 1 1/4 CAT C 2 3/4 CAT D 3. CIRCLING: MDA 1240/HAT 881 ALL CATS. VIS CATS A/B 1 1/4 CAT C 2 3/4 CAT D 3.

TEXAS

ALICE

Alice Intl

FDC 7/0758 /ALI/ FI/T ALICE INTL, ALICE, TX. VOR OR GPS-A AMDT 13...CIRCLING MDA 1160/HAA 982 ALL CATS, VIS CAT A 1-1/4, CAT B 1-1/2, CAT D 3.

ANAHUAC

Chambers County

FDC 7/2557 /T00/ FI/T CHAMBERS COUNTY, ANAHUAC, TX. GPS RWY 12, ORIG...RADAR REQUIRED.

ANDREWS

Andrews County

FDC 7/1199 /E11/ FI/T ANDREWS COUNTY, ANDREWS, TX. NDB OR GPS RWY 15, AMDT 2...GPS PORTION NA.

ANGLETON/LAKE JACKSON

Brazoria County

FDC 8/1670 /LBX/ FI/T BRAZORIA COUNTY, ANGLETON/LAKE JACKSON, TX. GPS RWY 35, ORIG...S-35: MDA 580/HAT 556 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 580/HAA 555 ALL CATS. HOUSTON (WILLIAM P. HOBBY) ALSTG MNMS: S-35 MDA 660/HAT 636 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 660/HAA 635 ALL CATS. VIS CAT C 1 3/4.

ARLINGTON

Arlington Muni

FDC 9/0384 /GKY/ FI/T ARLINGTON MUNI, ARLINGTON, TX. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES...TAKE-OFF MNMS: RWY 16, AS PUBLISHED. RWY 34, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 280 FT PER NM TO 900. TEMPORARY CRANE 806 FT MSL 3785 FT FROM DEPARTURE END RWY 34, 465 FT RIGHT OF CENTERLINE.

FDC 8/7245 /GKY/ FI/T ARLINGTON MUNI, ARLINGTON, TX. GPS RWY 34, AMDT 1...VOR/DME RWY 34, ORIG...VOR/DME RNAV RWY 34, ORIG...CIRCLING CATS B/C MDA 1300/HAA 669. CAT C VIS 1-3/4. TEMPORARY CRANE 990 FT MSL 1.31 NM NW OF APCH END RWY 16.

ATHENS

Athens Muni

FDC 8/8029 /F44/ FI/T ATHENS MUNI, ATHENS, TX. NDB RWY 35, AMDT 4A...PROC NA.

ATLANTA

Atlanta Muni

FDC 8/8027 /ATA/ FI/T ATLANTA MUNI, ATLANTA, TX. NDB OR GPS RWY 5, AMDT 2...PROC NA.

AUSTIN

Austin-Bergstrom Intl

FDC 9/0097 /BSM/ FI/P AUSTIN-BERGSTROM INTL, AUSTIN, TX. GPS RWY 35R, ORIG...CHANGE ALL REFERENCES TO LUNES WP TO BOOIE WP. THIS IS GPS RWY 35R, ORIG-A.

FDC 8/9154 /BSM/ FI/P AUSTIN-BERGSTROM INTL, AUSTIN, TX. CORRECT U.S. TERMINAL PROCEDURES, CHANGE NOTICE, DATED 31 DEC 1998, PAGE 5, ILS RWY 17R, AMDT 1...PLAN VIEW: CWK R-229 TO BIRDY LOM/INT NOT DEPICTED.

FDC 8/9153 /BSM/ FI/P AUSTIN-BERGSTROM INTL, AUSTIN, TX. CORRECT U.S. TERMINAL PROCEDURES, CHANGE NOTICE, DATED 31 DEC 1998, PAGE 6, ILS RWY 35L, AMDT 1...PROFILE VIEW: REMOVE ASTERICK (*) AT FAF ALTITUDE 2400.

LAKEWAY AIRPARK

FDC 8/8882 /3R9/ FI/P LAKEWAY AIRPARK, AUSTIN, TX. VOR/DME-A, ORIG...DLT NOTE: PROC NOT AUTHORIZED AT NIGHT. THIS IS VOR/DME-A, ORIG-A.

FDC 8/8881 /3R9/ FI/P LAKEWAY AIRPARK, AUSTIN, TX. GPS RWY 16, ORIG...DLT NOTE: PROC NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 16, ORIG-A.

Robert Mueller Muni

FDC 9/0332 /AUS/ FI/P ROBERT MUELLER MUNI, AUSTIN, TX. GPS RWY 13R, ORIG...CHANGE SPICE WP (FAF) MINIMUM ALTITUDE TO 2600. DELETE NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 17. THIS IS GPS RWY 13R, ORIG-A.

FDC 8/8975 /AUS/ FI/P ROBERT MUELLER MUNI, AUSTIN, TX. GPS RWY 31L, ORIG...DELETE NOTE: CIR-

CLING NOT AUTHORIZED AT NIGHT TO RWY 17. THIS IS GPS RWY 31L, ORIG-A.

FDC 8/8974 /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. GPS RWY 31L, ORIG-A...CIRCLING MDA 1140/HAA 508 CAT B/C. TEMPORARY CRANE 825 MSL 1.5 NM W OF RWY 35.

FDC 8/8496 /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. ILS RWY 31L, AMDT 33A...CIRCLING MDA 1140/HAA 508 CAT B/C. TEMPORARY CRANE 825 MSL 1.5 NM W OF RWY 35.

FDC 8/8421 /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. DEPARTURE PROCEDURE...COMPLY WITH RADAR VECTORS OR: RWY 31L/R, TURN RIGHT HEADING 340 CLIMBING TO 3000 PRIOR TO TURNING WEST BOUND. RWY 35, CLIMB RUNWAY HEADING TO 3000 FT PRIOR TO TURNING WEST BOUND. RWYS 13L/R, 17, CLIMB RUNWAY HEADING TO 3000 FT PRIOR TO TURNING WEST BOUND.

BAY CITY

Bay City Muni

FDC 8/2924 /3R1/ FI/T BAY CITY MUNI, BAY CITY, TX. VOR/DME OR GPS-A, AMDT 4...CIRCLING: MDA 1080/HAA 1035 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

BEAUMONT

Beaumont Muni

FDC 6/3548 /BMT/ FI/T BEAUMONT MUNI, BEAUMONT, TX. VOR/DME OR GPS RWY 31 AMDT 3...VOR/DME PORTION NA.

BIG SPRING

Big Spring McMahon-Wrinkle

FDC 9/0673 /21XS/ FI/P BIG SPRING MCMAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 17, AMDT 7...HOND N, BGS VORTAC, RT, 180 INBOUND, 4000 IN LIEU OF PT (IAF). MNM ALT BGS VORTAC 4000. THIS IS VOR/DME OR GPS RWY 17, AMDT 7A.

FDC 8/1350 /21XS/ FI/T BIG SPRING MCMAHON-WRINKLE, BIG SPRING, TX. IFR DEP PROC...RWY 6: CLIMB TO 3300 PRIOR TO RIGHT TURN. RWY 17: CLIMB TO 3300 PRIOR TO LEFT TURN.

BOWIE

Bowie Muni

FDC 8/6414 /0F2/ FI/T BOWIE MUNI, BOWIE, TX. NDB OR GPS RWY 17, AMDT 3...NDB OR GPS RWY 35, AMDT 3...MSA FROM GRINDSTONE MOUNTAIN NDB 4000.

BRIDGEPORT

Bridgeport Muni

FDC 8/6573 /1F9/ FI/T BRIDGEPORT MUNI, BRIDGEPORT, TX. VOR/DME RWY 17, ORIG-A...MSA FROM BOWIE (UKW) VORTAC 090-180, 4000, 180-090 2800.

BROWNSVILLE

South Padre Island Intl.

FDC 8/1190 /BRO/ FI/T SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. LOC BC RWY 31L, AMDT 11...VOR/DME RNAV OR GPS RWY 17, AMDT 3...VOR/DME RNAV OR GPS RWY 35, AMDT 3...VOR OR TACAN OR GPS-A, AMDT 1...NDB OR GPS RWY 13R, AMDT 13...CIRCLING CATS A/B/C MDA 500/HAA 477.

FDC 8/1189 /BRO/ FI/T SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. ILS RWY 13R, AMDT 11...S-LOC-13R MDA 440/HAT 421 ALL CATS. VIS CAT C 3/4. CIRCLING CATS A/B/C MDA 500/HAA 477.

BRYAN

Coulter Field

FDC 8/8872 /CFD/ FI/P COULTER FIELD, BRYAN, TX. VOR/DME OR GPS-A, AMDT 2...MSA FROM COLLEGE STATION (CLL) VORTAC, 120-360 2300, 360-120 3100. THIS IS VOR/DME OR GPS-A, AMDT 2A.

CENTER

Center Muni

FDC 8/0846 /F17/ FI/T CENTER MUNI, CENTER, TX. NDB RWY 17, AMDT 1...PROCEDURE NA.

CLEBURNE

Cleburne Muni

FDC 7/6432 /F18/ FI/T CLEBURNE MUNI, CLEBURNE, TX. VOR/DME RNAV RWY 33, ORIG...PROCEDURE NA. VOR/DME-A, ORIG...CIRCLING TO RWY 33 NA. VOR/DME RNAV RWY 15, ORIG...CIRCLING TO RWY 33 NA.

CLEVELAND

Cleveland Muni

FDC 7/7775 /6R3/ FI/T CLEVELAND MUNI, CLEVELAND, TX. DEPARTURE PROCEDURE: RWY 16, CLIMB RWY HEADING TO 2600 BEFORE TURNING WESTBOUND.

COLLEGE STATION

Easterwood Field

FDC 9/0596 /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. VOR/DME OR GPS RWY 28, AMDT 12A...VOR/DME PORTION NA.

FDC 8/8433 /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. VOR/DME OR GPS RWY 28, AMDT 12A...CIRCLING MDA 980/HAA 660 CAT B/C. VIS CAT C 1 3/4. VOR OR TACAN OR GPS RWY 10, AMDT 18A...GPS PORTION NA. CIRCLING MDA 980/HAA 660 CAT B/C. VIS CAT C 1 3/4. NDB OR GPS RWY 34, AMDT 11B...GPS PORTION NA. CIRCLING MDA 980/HAA 660 CAT B/C. VIS CAT C 1 3/4. TEMPORARY CRANE 676 MSL 1.4 NM NE OF RWY 22.

CORPUS CHRISTI

Corpus Christi Intl

FDC 9/0175 /CRP/ FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. VOR OR TACAN OR GPS RWY 17, AMDT 26A...6 DME STEPDOWN FIX MNM ALT 820. S-17 MDA 820/HAT 777 ALL CATS, CAT B VIS 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT E 2 3/4. CIRCLING MDA 820/HAA 776 ALL CATS, CAT B VIS 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT E 2 3/4.

CORSICANA

C. David Campbell Field-Corsicana Muni

FDC 8/8108 /CRS/ FI/T C. DAVID CAMPBELL FIELD-CORSICANA MUNI, CORSICANA, TX. NDB OR GPS RWY 32, AMDT 2...S-32 MDA 960/HAT 516 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 960/HAA 512 CATS A/B/C.

DALLAS

Addison

FDC 8/8944 /ADS/ FI/T ADDISON, DALLAS, TX. ILS RWY 15 AMDT 9...CIRCLING MDA 1200/HAA 556 CAT A/B,

MDA 1220/HAA 576 CAT C. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1240/HAA 596 CAT A/B, MDA 1260/HAA 616 CAT C, CAT C VIS 1-3/4. TEMPORARY CRANE 860 FT MSL 1.28 NM SE OF APCH END RWY 33. TEMPORARY CRANE 894 FT MSL 3873 FT EAST OF APCH END RWY 33.

FDC 8/5241 /ADS/ FI/T ADDISON, DALLAS, TX. NDB OR GPS RWY 15, AMDT 5...S-15 MDA 1260/HAT 616 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 1260/HAA 616 CATS A/B/C, VIS CAT C 1 3/4. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS; S-15 MDA 1300/HAT 656 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 1300/HAA 656 CATS A/B/C, VIS CAT C 1 3/4. INOP TABLE DOES NOT APPLY TO CATS A/B. TEMPORARY CRANE 957 FT MSL 3.27 NM NORTH OF APCH END RWY 15.

Dallas-Fort Worth Intl

FDC 8/8167 /DFW/ FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 35C, AMDT 6B...S-LOC 35C MDA 960/HAT 397 ALL CATS. SIDESTEP 35L MDA 960/HAT 396 ALL CATS. ILS RWY 35L, AMDT 2...S-LOC 35L MDA 960/HAT 396 ALL CATS. SIDESTEP 35C MDA 960/HAT 397 ALL CATS. TEMPORARY CRANE 700 MSL 1.0 NM SOUTH OF APCH END RWY 35L.

FDC 8/7877 /DFW FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 17C, AMDT 7...S-LOC 17C MDA 1000/HAT 437 ALL CATS. RVR CAT C 4000, CAT D 5000. TEMPORARY CRANE 740 MSL 4.3 NM NORTH OF APCH END RWY 17C.

Dallas-Love Field

FDC 9/0699 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 13R, AMDT 3A...MSA FROM CVE VOR/DME 090-270 3500, 270-090 2600. THIS IS ILS RWY 13R, AMDT 3B.

FDC 9/0698 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31L, AMDT 19B...MSA FROM CVE VOR/DME 090-270 3500, 270-090 2600. THIS IS ILS RWY 31L, AMDT 19C.

FDC 9/0697 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 29A...MSA FROM CVE VOR/DME 090-270 3500, 270-090 2600. THIS IS ILS RWY 13L, AMDT 29B.

FDC 9/0666 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31R, AMDT 3A...S-ILS 31R VIS RVR 2400 ALL CATS. S-LOC 31R VIS CAT A/B RVR 4000. DME MINIMUMS: S-LOC 31R VIS CAT A/B RVR 2400. CAT C RVR 6000. MSA FROM CVE VOR/DME 090-270 3500, 270-090 2600. THIS IS ILS RWY 31R, AMDT 3B.

DEL RIO

Del Rio Intl

FDC 8/3351 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. IFR TKOF MNMS AND DEP PROC...DEP PROC: RWY 13 CLIMB TO 1500 PRIOR TO LEFT TURN.

FDC 8/3350 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. VOR OR GPS-A, AMDT 10...CIRCLING MDA 1780/HAA 781 ALL CATS.

FDC 7/6544 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. LOC RWY 13, AMDT 3...NDB RWY 13, AMDT 2...GPS RWY 13, ORIG...CIRCLING MDA 1640/HAA 641 CAT D. LAUGHLIN AFB ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1660/HAA 661 CAT D.

DENISON

Sherman/Denison/Grayson County

FDC 8/1376 /F39/ FI/T SHERMAN/DENISON/GRAYSON COUNTY, SHERMAN/DENISON, TX. NDB OR GPS RWY 17L, AMDT 9...S-17L MDA 1300/HAT 556 ALL CATS. VIS CAT C 1, CAT D 1 1/2. CIRCLING-CAT A-C MDA 1300/HAA 551. DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS: S-17L MDA 1460/HAT 716 ALL CATS. VIS CAT C 1 1/2, CAT D 2. CIRCLING-CAT A-C MDA 1460/HAA 711.

DECATUR

Decatur Muni

FDC 8/6572 /8F7/ FI/T DECATUR MUNI, DECATUR, TX. VOR/DME RWY 16, AMDT 1A...MSA FROM BOWIE (UKW) VORTAC 090-180 4000, 180-090 2800.

DENTON

Denton Muni

FDC 8/6591 /DTO/ FI/T DENTON MUNI, DENTON, TX. ILS RWY 17, AMDT 6A...NDB OR GPS RWY 17, AMDT 6A...TERMINAL ROUTE BOWIE VORTAC TO PINCK LOM MNM ALT 4000. MSA FROM PINCK LOM 040-260 2600, 260-040 4000. GPS RWY 35, AMDT 1...MSA FROM SHIEV WP 4000.

EASTLAND

Eastland Muni

FDC 8/4242 /ETN/ FI/T EASTLAND MUNI, EASTLAND, TX. NDB OR GPS RWY 35, AMDT 2...IFR TKOF MNMS: RWY 17, 300-1. NOTE: 185 FT AGL TOWER 2675 FT FROM DEPARTURE END OF RWY 17, 416 FT LEFT OF CENTERLINE. RWY 35, 600-2 OR STANDARD WITH MNM CLIMB OF 210 FT PER NM TO 2300.

FOLLETT

Follett-Lipscomb County

FDC 8/8997 /TX80/ FI/P FOLLETT-LIPSCOMB COUNTY, FOLLETT, TX. VOR/DME OR GPS-A, AMDT 2...CIRCLING ALL CATS MDA 3160/HAA 559. THIS IS VOR/DME OR GPS-A, AMDT 2A.

FORT WORTH

Fort Worth Alliance

FDC 9/0720 /AFW/ FI/P FORT WORTH ALLIANCE, FORT WORTH, TX. ILS RWY 34R, AMDT 3A...DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 34R, AMDT 3B.

FDC 8/7081 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. ILS RWY 16L, AMDT 4A...CIRCLING; MDA 1320/HAA 598 CATS A/B/C. TEMPORARY CRANE 1010 FT MSL 4436 FT WEST OF APCH END RWY 16L.

FDC 8/7080 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 34R, ORIG-B...S-34R: MDA 1280/HAT 599 ALL CATS. VIS CAT A/B 3/4. CAT C 1. CATD 1 1/4. CIRCLING: MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. CAT C 1 1/2. ILS RWY 34R, AMDT 3A...CIRCLING: MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. CAT C 1 1/2. TEMPORARY CRANCE 1010 FT MSL 4436 FT WEST OF APCH END RWY 16L.

FDC 8/6412 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 16L, ORIG-B...MSA FROM POLBE WP 4000. GPS RWY 34R, ORIG-B...MSA FROM REJXO WP 3900.

FDC 8/0549 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 16L, ORIG-B...S-16L MDA 1240/HAT 525 ALL CATS. VIS CAT A/B 1/2. CAT C 1. CAT

D 1 1/4. INOP TABLE APPLIES TO ALL CATS. CIRCLING MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OBLON WPT AND HOLD. TEMPORARY CRANE 1010 MSL .73 NM WEST OF APCH END RWY 16L.

GAINESVILLE

Gainesville Muni

FDC 8/6413 /GLE/ FI/T GAINESVILLE MUNI, GAINESVILLE, TX. NDB RWY 17, AMDT 8...MSA FROM GAINESVILLE NDB 4000. GPS RWY 17, ORIG...MSA FROM OHANO WP 4000.

GIDDINGS

Lee County

FDC 8/8772 /62H/ FI/T LEE COUNTY, GIDDINGS, TX. VOR/DME RNAV OR GPS RWY 35, AMDT 1...VOR/DME RNAV PORTION NA.

FDC 8/8404 /62H/ FI/T LEE COUNTY, GIDDINGS, TX. NDB OR GPS RWY 17, AMDT 1...TRML RTE FROM PODDS INT TO LEE COUNTY /GYB/ NDB NA. MSA GYB NDB 2600.

GRAND PRAIRIE

Grand Prairie Muni

FDC 9/0677 /GPM/ FI/T GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. VOR/DME RWY 35, ORIG...GPS RWY 35, ORIG...PROC NA.

HARLINGEN

Valley Intl

FDC 8/1147 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. ILS RWY 17R, AMDT 11...LOCAL ALSTG MNMS: S-ILS-17R VIS ALL CATS RVR 2400. S-LOC-17R VIS CATS A/B/C RVR 2400, CATS D/E RVR 4000. FOR INOP MALSR S-LOC-17R INCREASE CAT D/E VIS TO RVR 5000. BROWNSVILLE ALSTG MNMS: S-ILS-17R VIS ALL CATS RVR 2400. S-LOC-17R VIS CATS A/B RVR 2400, CATS C/D RVR 4000, CAT E RVR 5000. FOR INOP MALSR S-ILS-17R INCREASE ALL CAT VIS TO RVR 5000. S-LOC-17R INCREASE CAT E VIS 1 1/2. FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

FDC 8/1146 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. NDB OR GPS RWY 17R, AMDT 11...LOCAL ALSTG MNMS: S-17R VIS CAT A/B/C RVR 4000, CAT D RVR 5000. FOR INOP MALSR INCREASE CAT C VIS TO RVR 5000. BROWNSVILLE ALSTG MNMS: S-17R VIS CATS A/B/C RVR 4000, CAT D RVR 6000. FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

FDC 8/1144 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. VOR OR GPS RWY 13, AMDT 11...VOR AND DME PORTIONS NA.

FDC 8/1143 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. NDB RWY 17L, AMDT 5...FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

FDC 8/1142 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. LOC BC RWY 35L, AMDT 12...FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

HENDERSON

Rusk County

FDC 9/0700 /F12/ FI/P RUSK COUNTY, HENDERSON, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 2 OF 4, DATED 28 JAN 1999, PAGE 303, VOR/DME OR GPS-A, AMDT 3A...PROFILE VIEW: MISSED APPROACH SHOULD READ; CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 2500 VIA HEADING 045 AND GGG R-172 TO PIPES INT/14.01 DME AND HOLD.

FDC 9/0695 /F12/ FI/P RUSK COUNTY, HENDERSON, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 2 OF 4, DATED 28 JAN 1999, PAGE 304, NDB-B, ORIG-A...PROFILE VIEW: MISSED APPROACH SHOULD READ; CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 2700 DIRECT HNO NDB AND HOLD.

HONDO

Hondo Muni

FDC 7/8144 /HDO/ FI/T HONDO MUNI, HONDO, TX. GPS RWY 17L, AMDT 1. PROC NA.

HOUSTON

David Wayne Hooks Memorial

FDC 8/6833 /DWH/ FI/T DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. LOC RWY 17R, ORIG...S-17R: MDA 680/HAT 528 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 680/HAA 528 CATS A/B/C, MDA 720/HAA 568 CAT D. HOUSTON INTERCONTINENTAL ALTIMETER SETTING MINIMA: S-17R: MDA 720/HAT 568 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 720/HAA 568 ALL CATS.

George Bush Intercontinental Airport/Houston

FDC 9/0675 /IAH/ FI/P GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. ILS RWY 33R, AMDT 10A...DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 33R, AMDT 10B.

FDC 9/0417 /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. GPS RWY 27, ORIG-A...MISSED APPROACH: CLIMB TO 2000 THEN LEFT TURN DIRECT SEALY WP.

FDC 8/8215 /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. VOR/DME RWY 15L, AMDT 15C...S-15L: MDA 480/HAT 382 ALL CATS.

FDC 8/7960 /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, TX. ILS RWY 32R, AMDT 10...S-ILS 32R DH 390/HAT 300. VIS RVR 4000. S-LOC 32R MDA 500/HAT 410 ALL CATS. CAT A/B/C VIS RVR 4000. NOTE: FOR INOP MALSR INCREASE CAT A/B S-LOC VIS 1/4 MILE. TEMPORARY CRANE 235 FT MSL 1.42 NM SE OF RWY 32R.

FDC 8/7623 /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES...TAKE-OFF MNMS: RWY 14L, 300-1 OR STANDARD WITH MNM CLIMB OF 230 FT PER NM TO 300. TEMPORARY CRANE 226 MSL, 3264 FT FROM DEPARTURE END OF RWY 14L.

FDC 8/6719 /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. VOR/DME OR GPS RWY 32R, AMDT 13B...S-32R MDA 540/HAT 450 ALL CATS. TEMPORARY CRANE 279 FT MSL 1.5 NM SE OF RWY 32R.

FDC 8/6717 /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. VOR/DME RWY 14L, AMDT 15B...S-14L: MDA 480/HAT 382 ALL CATS.

West Houston

FDC 9/0325 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR OR GPS-B, AMDT 2A...MSA FROM HUMBLE (IAH) VORTAC 015-205 3100, 205-015 2400.

FDC 8/3052 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. NDB RWY 15, AMDT 1...SNACK INT MINIMUMS: S-15

MDA 580/HAT 469 CAT A/B. CIRCLING MDA 580/HAA 469 CAT A/B. S-15 CAT C NA. SNACK INT MINIMUMS: S-15 CAT C NA.

FDC 8/0048 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV OR GPS RWY 33, AMDT 2...TERMINAL ROUTE FROM IAH VORTAC TO COART WPT NA. TERMINAL ROUTE FROM BLUMS INT TO COART WPT MINIMUM ALTITUDE 2500. TERMINAL ROUTE FROM HUB VOR/DME TO COART WPT MINIMUM ALTITUDE 2500. MINIMUM ALTITUDE AT COART WPT 2500.

FDC 8/0047 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV OR GPS RWY 15, AMDT 2...TERMINAL ROUTE FROM IAH VORTAC TO JOSEY WP NA. MISSED APPROACH: CLIMB TO 2500 DIRECT COART WPT AND HOLD.

JACKSONVILLE

Cherokee County

FDC 9/0169 /JSO/ FI/P CHEROKEE COUNTY, JACKSONVILLE, TX. VOR/DME OR GPS RWY 13, AMDT 3...CHANGE ALL REFERENCES TO RWY 13-31 TO RWY 14-32. THIS IS VOR/DME OR GPS RWY 14, AMDT 3A.

FDC 9/0127 /JSO/ FI/P CHEROKEE COUNTY, JACKSONVILLE, TX. NDB RWY 13, AMDT 5...CHANGE ALL REFERENCES TO RWY 13-31 TO RWY 14-32. THIS IS NDB RWY 14, AMDT 5A.

JASPER

Jasper County-Bell Field

FDC 8/0311 /JAS/ FI/T JASPER COUNTY-BELL FIELD, JASPER, TX. TAKEOFF MINIMUMS: RWY 36, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1100.

JUNCTION

Kimble County

FDC 8/0078 /JCT/ FI/T KIMBLE COUNTY, JUNCTION, TX. VOR/DME RNAV OR GPS RWY 17, AMDT 2...S-17: MDA 2440, HAT 711, ALL CATS. CIRCLING: MDA 2440, HAA 691 CATS A AND B, CAT C MDA 2680, HAA 931, VIS 2 3/4. SAN ANGELO ALSTG MNMS: CIRCLING: HAA 951 CATS A AND B, HAA 1211 CAT C.

LAGO VISTA

Lago Vista TX-Rusty Allen

FDC 8/8406 /5R3/ FI/T LAGO VISTA TX-RUSTY ALLEN, LAGO VISTA, TX. VOR/DME OR GPS-A, AMDT 2A...PROC NA.

LLANO

LLano Muni

FDC 7/8106 /6R9/ FI/T LLANO MUNI, LLANO, TX. GPS RWY 35 ORIG...PROC NA.

LONGVIEW

Gregg County

FDC 7/2909 /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. ILS RWY 13, AMDT 11...WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCR ALL MDAs 160 FEET AND ALL VIS 1/2 MILES. WHEN LOCAL ALSTG NOT RECEIVED, ALTERNATE MNMS NA. ADF OR DME REQUIRED.

FDC 7/2820 /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. VOR/DME OR TACAN RWY 31, AMDT 6. VOR/DME RNAV RWY 22, AMDT 6. VOR OR TACAN RWY 13, AMDT 20. NDB RWY 13, AMDT 14. WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET AND CAT C AND D VISIBILITIES TO 1 1/2 MILES.

MARLIN

Marlin

FDC 7/5857 /T15/ FI/T MARLIN, MARLIN, TX. VOR/DME OR GPS-A, AMDT 6...CIRCLING MDA 1280/HAA 870 CAT A/B.

MASON

Mason County

FDC 6/9196 /T92/ FI/T MASON COUNTY, MASON, TX. VOR/DME OR GPS-A AMDT 2...USE BURNET MUNI/ KATE CRADDOCK FIELD ALSTG; WHEN NOT RCVD, PROC NA.

MIDLAND

Midland Intl

FDC 8/8510 /MAF/ FI/T MIDLAND INTL, MIDLAND, TX. RADAR-1, AMDT 4...S-ASR 4: MDA 3300/HAT 450 ALL CATS. S-ASR 10: MDA 3260/HAT 392 ALL CATS. S-ASR 22: MDA 3540/HAT 687 ALL CATS. CAT E CIRCLING MDA 3600/HAA 729.

NEW BRAUNFELS

New Braunfels Muni

FDC 9/0733 /BAZ/ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME RNAV RWY 31, ORIG...S-31: MDA 1260/HAT 617 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1260/HAA 611 CAT A/B.

ODESSA

Odessa-Schlemeyer Field

FDC 8/9028 /ODO/ FI/T ODESSA-SCHLEMEYER FIELD, ODESSA, TX. NDB OR GPS RWY 20, AMDT 3...S-20: MDA 3480/HAT 477 ALL CATS. CIRCLING: MDA 3480/HAA 479 CATS A/B/C. MIDLAND INTERNATIONAL ALTIMETER SETTING MINIMUMS: S-20: MDA 3500/HAT 497. TEMPORARY OIL RIG 3171 MSL 2.6 NM NE OF RWY 20.

OLNEY

Olney Muni

FDC 7/1693 /ONY/ FI/T OLNEY MUNI, OLNEY, TX. NDB OR GPS RWY 17 AMDT 3...GPS PORTION NA.

PALACOIS

Palacios Muni

FDC 8/0541 /PSX/ FI/T PALACIOS MUNI, PALACIOS, TX. VOR RWY 13, AMDT 10...GPS RWY 13, ORIG...PROCEDURE NA.

PAMPA

Perry Lefors Field

FDC 7/1186 /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. VOR/DME OR GPS-A, AMDT 1...CIRCLING MDA 3700/HAA 456 CAT A. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDA's 140 FEET.

FDC 7/1184 /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB OR GPS RWY 17, AMDT 3...OR GPS PORTION NA. S-17 MDA 3700/HAT 456 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3700/HAA 456 CATS A,B,C

MDA 3800/HAA 556 CAT D. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDA's 140 FEET.

PORT ISABEL

Port Isabel-Cameron Co

FDC 9/0129 /PIL/ FI/T PORT ISABEL-CAMERON CO, PORT ISABEL, TX. VOR OR GPS-A, AMDT 5A...DME REQUIRED.

PORT LAVACA

Calhoun County

FDC 8/2923 /T97/ FI/T CALHOUN COUNTY, PORT LAVACA, TX. VOR/DME OR GPS-A, AMDT 3...CIRCLING: MDA 760/HAA 726 ALL CATS. VISIBILITY CAT C 2.

ROCKWALL

Rockwall Muni

FDC 9/0460 /F46/ FI/T ROCKWALL MUNI, ROCKWALL, TX. GPS RWY 16, ORIG...GPS RWY 34, ORIG...PROC NA.

SAN ANGELO

Mathis Field

FDC 8/8151 /SJT/ FI/T MATHIS FIELD, SAN ANGELO, TX. ILS RWY 3, AMDT 20...HI-ILS RWY 3...S-ILS 3: DH 2297/HAT 381, VIS 3/4 ALL CATS. FOR INOPERATIVE SSALR INCREASE S-ILS VSBY TO 1 1/4. TAKEOFF MINIMUMS: RWY 18 300-1 OR STANDARD WITH MINIMUM CLIMB 240 PER NM TO 2200. TEMPORARY CRANE 2100 MSL .95 NM SW OF RWY 36.

SAN ANTONIO

San Antonio Intl

FDC 8/8463 /SAT/ FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS RWY 3, AMDT 18A...RADAR REQUIRED.

SAN MARCOS

San Marcos Muni

FDC 8/5825 /HYI/ FI/P SAN MARCOS MUNI, SAN MARCOS, TX. NDB OR GPS RWY 12, AMDT 4...DLT: FEEDER ROUTE AUSTIN (AUS) VORTAC TO GARYS (RU) LOM. ADD: FEEDER CENTEX (CWK) VORTAC TO GARYS (RU) LOM 215 DEG/33.3NM/3700MSL. THIS IS NDB OR GPS RWY 12, AMDT 4A.

SEYMOUR

Seymour Muni

FDC 7/7996 /60F/ FI/T SEYMOUR MUNI, SEYMOUR, TX. GPS RWY 17, ORIG...PROC NA.

STEPHENVILLE

Clark Field Muni

FDC 8/6689 /SEP/ FI/T CLARK FIELD MUNI, STEPHENVILLE, TX. VOR/DME-A, ORIG...IFR DEP PROC RWY 21: CLIMB RWY HEADING TO 2200 BEFORE TURNING RIGHT.

SNYDER

Winston Field

FDC 8/3173 /SNK/ FI/T WINSTON FIELD, SNYDER, TX. DEP PROC: RWY 26 CLIMB RWY HEADING TO 2900 PRIOR TO TURNING NORTHBOUND.

TYLER

Tyler Pounds Field

FDC 8/5460 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. ILS RWY 13, AMDT 20B...S-ILS 13: DH 790/HAT 250. VIS 3/4 ALL CATS. S-LOC 13: VIS 3/4 CATS A/B/C. FOR INOP MALSR INCREASE S-LOC 13 VIS TO 1 ALL CATS. GREGG COUNTY ALTIMETER SETTING MINIMUMS. S-ILS 13: DH 896/HAT 356. VIS 3/4 ALL CATS. S-LOC 13: VIS 3/4 CAT A/B. FOR INOP MALSR INCREASE S-ILS 13 VIS TO 1 1/4 ALL CATS, INCREASE S-LOC 13 VIS TO 1 CATS A/B. TEMPORARY CRANE 591 MSL 2251 FT NW OF RWY 13.

WICHITA FALLS

Kickapoo Downtown Airpark

FDC 8/8722 /T47/ FI/T KICKAPOO DOWNTOWN AIRPARK, WICHITA FALLS, TX. VOR/DME RNAV OR GPS RWY 35, AMDT 3...TERMINAL ROUTE FROM WICHITA FALLS (SPS) VORTAC TO GOFOR WPT MINIMUM ALT 3100.

FDC 8/8721 /T47/ FI/T KICKAPOO DOWNTOWN AIRPARK, WICHITA FALLS, TX. NDB RWY 35, AMDT 3...TERMINAL ROUTE FROM WICHITA FALLS (SPS) VORTAC TO SCOTLAND (SKB) NDB MINIMUM ALT 3100.

FDC 8/0686 /T47/ FI/T KICKAPOO DOWNTOWN AIRPARK, WICHITA FALLS, TX. NDB RWY 35, AMDT 3...PROC NA 1900-0700 LCL DAILY.

Sheppard AFB/Wichita Falls Muni

FDC 8/8659 /SPS/ FI/T SHEPPARD AFB/WICHITA FALLS MUNI, WICHITA FALLS, TX. NDB OR GPS RWY 33L, AMDT 10A...TERMINAL ROUTE FROM WICHITA FALLS (SPS) VORTAC TO SHAWN (SP) LOM MINIMUM ALT 3100.

FDC 8/8658 /SPS/ FI/T SHEPPARD AFB/WICHITA FALLS MUNI, WICHITA FALLS, TX. ILS RWY 33L, AMDT 12B...TERMINAL ROUTE FROM WICHITA FALLS (SPS) VORTAC TO SHAWN (SP) LOM MINIMUM ALT 3100.

Wichita Valley

FDC 8/8669 /F14/ FI/T WICHITA VALLEY, WICHITA FALLS, TX. VOR-B, AMDT 5...CIRCLING MDA CATS A/B 1560/HAA 555, CAT C 1680/HAA 675. VIS CAT C 2. TEMPORARY CRANE 1280 MSL 1.9 NM NE OF ARPT.

FDC 8/8668 /F14/ FI/T WICHITA VALLEY, WICHITA FALLS, TX. VOR/DME-C, AMDT 1...CIRCLING MDA CATS A/B 1560/HAA 555, CAT C 1680/HAA 675. VIS CAT C 2.

Tom Danaher

FDC 6/7120 /2F9/ FI/T TOM DANAHER, WICHITA FALLS, TX. VOR/DME OR GPS RWY 35, AMDT 1...PROC NA.

UTAH

DELTA

Delta Muni

FDC 7/8219 /DTA/ FI/T DELTA MUNI, DELTA, UT. VOR/DME OR GPS RWY 16 AMDT 1A...FAF ALTITUDE 6500 FT MSL. HOLDING ALTITUDE AT EACKS 6500 FT MSL.

DUGWAY PROVING GROUND

Michael AAF

FDC 7/0699 /DPG/ FI/T MICHAEL AAF, DUGWAY PROVING GROUND, UT. NDB OR GPS-A, AMDT 2A...CIRCLING NA RWY 12 AT NIGHT. TACAN RWY 12,

ORIG...HI-TACAN RWY 12...STRAIGHT-IN MINIMUMS NA AT NIGHT. CIRCLING N A RWY 12 AT NIGHT.

OGDEN

Ogden-Hinckley

FDC 8/0037 /OGD/ FI/T OGDEN-HINCKLEY, OGDEN, UT. VOR/DME RNAV OR GPS RWY 3, ORIG...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

FDC 8/0022 /OGD/ FI/T OGDEN-HINCKLEY, OGDEN, UT. VOR RWY 7 AMDT 5...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

PRICE

Carbon County

FDC 8/9125 /PUC/ FI/T CARBON COUNTY, PRICE, UT. VOR RWY 36 ORIG...S-36: STRAIGNT-IN MNMS NA. ALT 4 DME FIX 7100. CIRCLING MDA 7100/HAA 1147 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

FDC 5/6753 /PUC/ FI/T CARBON COUNTY, PRICE UT. TAKE-OFF MINIMUMS...RWY 32, CATEGORIES A,B, 2200-3 OR STANDARD WITH A MINIMUM CLIMB OF 530' PER NM TO 8100; CATERGORIES C,D NA. RWY 36, CATEGORIES A,B 1700-2 OR STANDARD WITH A MINIMUM CLIMB OF 430' PER NM TO 7600; CATEGORIES C,D 2600-3 OR STANDARD WITH A MINIMUM CLIMB OF 470' PER NM TO 8500.

SALT LAKE CITY

Salt Lake City Intl

FDC 9/0267 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES: TAKE-OFF MINIMUMS: RWY 32: 400-1, STANDARD WITH A MINIMUM CLIMB OF 380 FT PER NM TO 4600 FT. RWYS 34L, 34R, 35: 2400-2, OR STANDARD WITH A MINIMUM CLIMB OF 260 FT PER NM TO 7500 FT.

FDC 8/0321 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. VOR/DME OR TACAN OR GPS RWY 17, ORIG...VDP NOT AUTHORIZED.

ST GEORGE

St. George Muni

FDC 7/3044 /SGU/ FI/T ST GEORGE MUNI, ST GEORGE, UT. GPS RWY 34 ORIG...TERMINAL ROUTE FROM PEACH SPRINGS (PGS) VORTAC TO UTIBY WP NA.

VERMONT

BURLINGTON

Burlington Intl

FDC 9/0327 /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. HI-VOR/DME OR TACAN RWY 15 AMDT 1A...S-TAC-15: MDA 900/HAT 574 VIS CAT C 5000 CAT D 6000 CAT E 1 1/2. VOR/DME PORTION NA.

FDC 8/8918 /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. HI-ILS 2 RWY 15 ORIG-A...DELETE ALL REFERENCES TO MM.

FDC 8/8917 /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. HI-ILS 1 RWY 15 AMDT 1A...DELETE ALL REFERENCES TO MM.

FDC 8/2198 /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. TKOF MNMS AND DEP PROCS...TKOF MNMS: RWY 15 - 1000-2 OR STANDARD WITH A MNM CLIMB OF 260 FT PER NM TO 1600. RWY 19 - 700-2 OR STANDARD WITH A MNM CLIMB OF 220 FT PER NM TO 1200. DEP PROCS: RWY 1 - CLIMB RWY HEADING TO 800, THEN CLIMBING LEFT TURN DIRECT BTV VORTAC BEFORE PROCEEDING ON COURSE. RWY 15, 19 - CLIMBING RIGHT TURN DIRECT BTV VORTAC, CLIMB IN HOLDING PATTERN (SW, LEFT TURNS, 036 INBOUND) TO 4100 BEFORE PROCEEDING ON COURSE. RWY 33 - CLIMBING LEFT TURN DIRECT BTV VORTAC, CLIMB IN HOLDING PATTERN (SW LEFT TURNS 036 INBOUND) TO 4100 BEFORE PROCEEDING ON COURSE.

VIRGINIA

BLACKSBURG

Virginia Tech

FDC 8/7870 /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. DEP PROC/TKOF MNMS...IFR DEP PROC - RWY 12: CLIMBING RIGHT TURN TO 6000 FT DIRECT TEC NDB BEFORE PROCEEDING ON COURSE. RWY 30: CLIMBING LEFT TURN TO 6000 FT DIRECT TEC NDB BEFORE PROCEEDING ON COURSE.

BLACKSBURG

Virginia Tech

FDC 8/2617 /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. LOC RWY 12 AMDT 5...ADF AND DME REQUIRED. TERMINAL RTE: ZOOMS /IAF/ TO FENJE INT NA.

CHARLOTTESILLE

Charlottesville-Albemarle

FDC 9/0093 /CHO/ FI/P CHARLOTTESVILLE-ALBEMARLE, CHARLOTTESVILLE, VA. ILS RWY 3 AMDT 12A...ADD NOTE: ADF REQUIRED. DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 3 AMDT 12B.

FREDRICKSBURG

Fredricksburg/Shannon

FDC 8/2585 /EZF/ FI/T FREDRICKSBURG/SHANNON, FREDRICKSBURG, VA. VOR RWY 24 AMDT 7...PROC NA.

GORDONSVILLE

Gordonsville Muni

FDC 8/5893 /GVE/ FI/T GORDONSVILLE MUNI, GORDONSVILLE, VA. NDB OR GPS RWY 23 AMDT 1...NDB PORTION NA.

RICHMOND

Richmond Intl

FDC 8/2831 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. VOR RWY 34 AMDT 21...S-34 MDA 1000/HAT 838 ALL CATS. VIS CAT B RVR 4000, VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING MDA 1000/HAA 832 ALL CATS. VIS CAT B 1 1/4. VIS CAT C 2 1/4. VIS CAT D 2 3/4. VDP AT 1.67 DME. DISTANCE VDP TO THR 0.95 MILES. MNM ALT RIC 4.00 DME 1000.

SALUDA

Hummel Field

FDC 9/0536 /W75/ FI/P HUMMEL FIELD, SALUDA, VA. CORRECT U.S. TRML PROC, NE VOL 3 OF 3 DATED 28 JAN 99, PAGE 351. GPS RWY 36 ORIG...PLAN VIEW: ALT FROM JUBJI WP TO IFESO WP SHOULD READ 1100 VICE 1600.

STAUNTON-WAYNESBORO-HARRISONBURG

Shenandoah Valley Regional

FDC 8/9050 /SHD/ FI/P SHENANDOAH VALLEY REGIONAL, STAUNTON-WAYNESBORO-HARRISONBURG, VA. ILS RWY 5 AMDT 8...DELETE ALL REFERENCES TO MM. DELETE NOTE: IF LOCAL ALTIMETER NOT RECEIVED, PROC NA. THIS IS ILS RWY 5 AMDT 8A.

FDC 8/9049 /SHD/ FI/P SHENANDOAH VALLEY REGIONAL, STAUNTON-WAYNESBORO-HARRISONBURG, VA. NDB OR GPS RWY 5 AMDT 9...DELETE NOTES: WHEN CONTROL ZONE NOT IN EFFECT, OBTAIN LOCAL ALTIMETER SETTING ON AWOB. WHEN NOT AVAILABLE THE FOLLOWING APPLIES: A. USE CHARLOTTESVILLE ALTIMETER SETTING. B. INOP TABLE DOES NOT APPLY. C. INCREASE S-5 AND CIRCLING MDAS TO 2720 FT AND VIS TO 3 MILES ALL CATS. D. IF NEITHER SHENANDOAH NOR CHARLOTTESVILLE ALTIMETER AVAILABLE, PROC NA. ACTIVITATE MALSR RWY 5 - CTAF. DELETE NOTE: HIGH TERRAIN NE AND SW OF FINAL APPROACH COURSE. THIS IS NDB OR GPS RWY 5 AMDT 9A.

WISE

Wise/Lonesome Pine

FDC 8/8953 /LNP/ FI/T WISE/LONESOME PINE, WISE, VA. SDF/DME RWY 24 AMDT 3A...PROC NA.

WASHINGTON

ARLINGTON

Arlington Muni

FDC 8/2073 /AWO/ FI/T ARLINGTON MUNI, ARLINGTON, WA. LOC RWY 34, AMDT 4...ADD NOTE: ADF REQUIRED.

EPHRATA

Ephrata Muni

FDC 8/6962 /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR OR GPS RWY 20, AMDT 18...CHANGE HOLDING AT PLUSS INT TO: HOLD SW, LT, 059 INBOUND. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE WENATCHEE ALTIMETER SETTING.

FDC 7/2911 /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR/DME OR GPS RWY 2 AMDT 3...CHANGE CONTROL ZONE MINIMUMS TO READ: 'WENATCHEE ALTIMETER SETTING MINIMUMS' CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES: 1. USE WENATCHEE ALTIMETER SETTING. 2. ALTERNATE MINIMUMS NOT AUTHORIZED.

FRIDAY HARBOR

Friday Harbor

FDC 8/8126 /FHR/ FI/T FRIDAY HARBOR, FRIDAY HARBOR, WA. GPS RWY 34, ORIG...CIRCLING CATS A/B MDA 760/HAA 651.

FDC 8/8042 /FHR/ FI/T FRIDAY HARBOR, FRIDAY HARBOR, WA. NDB RWY 34, ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 2600 IN FHR NDB HOLDING PATTERN. S-34 MDA 1000/HAT 896, ALL CATS. VIS CAT A,B 1 1/4, VIS CAT D 2 3/4. CIRCLING MDA 1000/HAA 891, ALL CATS, VIS CAT A,B 1 1/4, VIS CAT C 2 3/4. ALTERNATE MINIMUMS: CAT A/B 1000-2, CAT C 1000-2 3/4, NAS WHIDBEY ISLAND ALTIMETER SETTING MINIMUMS NA.

GRANT COUNTY

Moses Lake

FDC 8/1578 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR-A OR GPS RWY 14L ORIG...S-14L MDA 1620/HAT 454 ALL CATS, VIS CAT C 1 1/4, VIS CAT D 1 1/2. MSA MOSES LAKE (MWH) VOR/DME 030-160 3300, 160-250 3800, 250-030 4100. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 7/2624 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 22, AMDT 4...S-22 MDA 1760/HAT 599, ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1760/HAA 575, ALL CATS. WENATCHEE ALTIMETER SETTING MNMS NA.

KELSO

Kelso-Longview

FDC 6/3354 /KLS/ FI/T KELSO-LONGVIEW, KELSO, WA. NDB OR GPS-A AMDT 5B...WINLO INT TO KELSO NDB /LSO/ FEEDER NA.

MOSES LAKE

Grant County

FDC 8/0668 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. HI-ILS/DME RWY 32R AMDT 1...HI-VOR/DME OR TACAN RWY 32R AMDT 1...MLS RWY 32R ORIG...WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

PASCO

Pasco/Tri-Cities

FDC 8/4429 /PSC/ FI/T PASCO/TRI-CITIES, PASCO, WA. ILS RWY 21R, AMDT 10...MISSED APPROACH CLIMB TO 900 THEN CLIMBING RT TO 2800 DIRECT DUNEZ LOM AND HOLD, NE, RT, 206 INBOUND.

PUYALLUP

Pierce County-Thun Field

FDC 8/3508 /1S0/ FI/P PIERCE COUNTY-THUN FIELD, PUYALLUP, WA. GPS RWY 34 ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS GPS RWY 34 ORIG-A.

PORT ANGELES

William R. Fairchild Intl

FDC 7/2850 /CLM/ FI/T WILLIAM R. FAIRCHILD INTL, PORT ANGELES, WA. ILS-1 RWY 8 AMDT 1A...ILS-2 RWY 8 AMDT 1A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING

SERVICES: 1. USE WHIDBEY ISLAND NAS ALTIMETER SETTING. 2. INCREASE ALL DH/MDAS 160 FT. 3. ALTERNATE MINIMUMS NOT AUTHORIZED.

QUINCY

Quincy Muni

FDC 8/0026 /80WA/ FI/T QUINCY MUNI, QUINCY, WA. VOR/DME RNAV OR GPS RWY 27, ORIG...RNAV PORTION NA.

RICHLAND

RICHLAND

FDC 5/6599 /RLD/ FI/T RICHLAND, RICHLAND, WA. VOR OR GPS RWY 25, AMDT 6...S-25 VIS CAT A 1, VIS CAT B 1.

SEATTLE

Boeing Field/King County Intl

FDC 8/9138 /BFI/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. LOC BC RWY 31L AMDT 10A...PROC NA.

FDC 8/7247 /BFI/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 27...PROCEDURE TURN COMPLETION ALTITUDE 2500. MINIMUM GLIDE SLOPE INTERCEPT ALTITUDE 2500. CIRCLING CAT B MDA 840/HAA 822.

Seattle-Tacoma Intl

FDC 8/7142 /SEA/ FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. CORRECT U.S. TERMINAL PROC NW VOL 1 OF 1 PAGE 367, DATED 8 OCT 98. ILS/DME RWY 34R, AMDT 1...PROFILE VIEW: IDENTIFIER AT MISSED APPROACH, 0.6 DME, SHOULD READ I-SEA VIC SEA.

FDC 8/7117 /SEA/ FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. VOR OR GPS RWY 34L/R AMDT 8A...NDB RWY 34R, AMDT 7A...MISSED APPROACH: CLIMB TO 2100 VIA SEA R-339 TO PARKK LOM/SEA 5.8 DME AND HOLD.

SPOKANE

Felts Field

FDC 8/7445 /SFF/ FI/T FELTS FIELD, SPOKANE, WA. ILS/DME RWY 21R ORIG-A...GLIDE SLOPE REQUIRED. RADAR REQUIRED FOR TERMINAL ROUTE. S-LOC 21R NA.

FDC 8/6570 /SFF/ FI/T FELTS FIELD, SPOKANE, WA. VOR OR GPS RWY 3L AMDT 2A...ADD NOTE: ADF OR DME REQUIRED.

Spokane Intl

FDC 8/8844 /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21 (CAT II), AMDT 19...LOCALIZER UNUSABLE INSIDE THRESHOLD.

FDC 8/0024 /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21 AMDT 19...VOR/DME RNAV OR GPS RWY 21 ORIG...NDB RWY 21 AMDT 14B...CIRCLING CAT A MDA 2840 HAA 468, CATS B/C MDA 2860 HAA 488.

YAKIMA

Yakima Air Terminal

FDC 5/5869 /YKM/ FI/T YAKIMA AIR TERMINAL, YAKIMA, WA. ILS RWY 27, AMDT 26A...CHANGE SEGMENT ALT FROM SUNED INT TO YKM 11 DME TO READ...5500 FT VERSUS 5000 FT.

WALLA WALLA

Walla Walla Regional

FDC 8/7115 /ALW/ FI/T WALLA WALLA REGIONAL, WALLA WALLA, WA. VOR OR GPS RWY 16, AMDT 11...VOR RWY 2, AMDT 10...CIRCLING CATS B/C MDA 1760/HAA 555, CAT D MDA 2040 VIS 2 3/4 HAA 835.

WEST VIRGINIA

BLUEFIELD

Mercer County

FDC 9/0647 /BLF/ FI/P MERCER COUNTY, BLUEFIELD, WV. ILS RWY 23 AMDT 14B...DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 23 AMDT 14C.

RAVENSWOOD

Jackson County

FDC 8/4186 /I18/ FI/T JACKSON COUNTY, RAVENSWOOD, WV. VOR/DME RWY 4 AMDT 2A...PROC NA.

WISCONSIN

APPLETON

Outagamie County Regional

FDC 9/0348 /ATW/ FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. VOR/DME OR GPS RWY 21 ORIG-A...S-21: MDA 1400 / HAT 519 ALL CATS. VIS CAT C 1-1/2. CAT D 1-3/4. CIRCLING: MDA 1400 / HAT 482 CATS A/B/C. WATER TOWER 1092 MSL 3.97 NM NW OF RWY 21.

FDC 8/8136 /ATW/ FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. TAKEOFF MINIMUMS RWY 3: 300-1 OR STANDARD WITH A MINIMUM CLIMB 295 FPNM TO 1100. TEMPORARY CRANE 1003 MSL OPERATING 3452 FEET FROM DEPARTURE END OF RWY 3, 1227 FEET LEFT OF CENTERLINE.

BURLINGTON

Burlington Muni

FDC 8/8270 /C52/ FI/T BURLINGTON MUNI, BURLINGTON, WI. VOR OR GPS RWY 29 AMDT 7...VOR PORTION NA.

CABLE

Cable Union

FDC 7/2204 /3CU/ FI/T CABLE UNION, CABLE, WI. VOR/DME OR GPS-A AMDT 5...VOR PORTION NA. ADD NOTE: RADAR REQUIRED. VOR/DME RNAV OR GPS RWY 34 AMDT 4...VOR/DME PORTION NA. ADD NOTE: RADAR REQUIRED. NDB OR GPS-B AMDT 9B...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SEELEY (SLY) NDB NA. ADD NOTE: RADAR REQUIRED.

DELAVAN

Lake Lawn

FDC 9/0072 /C59/ FI/T LAKE LAWN, DELAVAN, WI. TAKEOFF MINIMUMS NA.

FDC 8/6821 /C59/ FI/T LAKE LAWN, DELAVAN, WI. NDB OR GPS RWY 18, AMDT 2A...PROC NA.

EAU CLAIRE

Chippewa Valley Regional

FDC 8/6154 /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. LOC/DME BC RWY 4, AMDT 7...TER-

MINAL ROUTE FROM R-341 EAU VORTAC CCW (IAF) TO EAU LOC CRS (NOPT) 12 DME ARC 2900. TERMINAL ROUTE FROM EAU VORTAC TO AKETT/EAU 6 DME 2900. TERMINAL ROUTE FROM EA LOM TO AKETT 2900. PROCEDURE TURN ALTITUDE 2900. MISSED APPROACH: CLIMB TO 2900 DIRECT EA LOM AND HOLD.

FDC 8/6134 /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. VOR OR GPS-A, AMDT 21...TERMINAL ROUTE FROM R-254 EAU VORTAC CW (IAF) TO R-360 EAU VORTAC (NOPT) 7 DME ARC 2900. PROCEDURE TURN ALTITUDE 2900. MISSED APPROACH: CLIMB TO 2900 THEN LEFT TURN DIRECT EAU VORTAC AND HOLD.

FDC 8/4778 /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. ILS RWY 22, AMDT 6...TRML ROUTE: R-176 EAU VORTAC COUNTER CLKWS (IAF) TO EA LOM, 12 DME ARC NA. LOC/DME BC RWY 4, AMDT 7...TRML ROUTE: R-087 EAU VORTAC CLKWS (IAF) TO EAU LOC COURSE, 12 DME ARC NA. VOR OR GPS-A, AMDT 21...TRML ROUTE: R-130 EAU VORTAC COUNTER CLKWS (IAF) TO EAU VORTAC R-360, 7 DME ARC NA.

FDC 8/2804 /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. LOC/DME BC RWY 4, AMDT 7...ILS RWY 22, AMDT 6...NDB OR GPS RWY 22, AMDT 6...VOR OR GPS-A, AMDT 21...CIRCLING: MDA 1500/HAA 593, CAT B AND C.

GREEN BAY

Austin Straubel Intl

FDC 8/5645 /GRB/ FI/T AUSTIN STRAUBEL INTL, GREEN BAY, WI. VOR OR GPS RWY 12, AMDT 18...RADAR-1 RWY 12, AMDT 8...RADAR-1 RWY 30, AMDT 8...PROC NA. TAKEOFF MINIMUMS...DELETE ALL REFERENCES TO RWY 12/30.

HAYWARD

Hayward Muni

FDC 7/6306 /HYR/ FI/T HAYWARD MUNI, HAYWARD, WI. VOR/DME OR GPS RWY 02, AMDT 1, VOR RWY 20, AMDT 6...PROC NA. NDB OR GPS RWY 20, AMDT 12...RADAR REQUIRED FOR TERMINAL ROUTING TO SEELEY (SLY) NDB, WI.

JANESVILLE

Rock County

FDC 8/2644 /JVL/ FI/T ROCK COUNTY, JANESVILLE, WI. VOR OR GPS RWY 4, AMDT 26...S-4: MDA 1220/HAT 415, ALL CATS, VSBY CAT C 3/4. CIRCLING: MDA 1260/HAA 452, CAT A. DME MINIMUMS: S-4 MDA 1140/HAT 335, ALL CATS. CIRCLING: MDA 1260/HAA 452, CAT A. TRML RTE: R-341 JVL VORTAC COUNTER CLKWS (IAF) TO BAKKS/7 DME, 7 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

FDC 8/1489 /JVL/ FI/T ROCK COUNTY, JANESVILLE, WI. ILS RWY 4, AMDT 11...TRML RTE: R-341 JVL VORTAC COUNTER CLKWS (IAF) TO LOC INCPT 8 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

LAND O'LAKES

King's Land O'Lakes

FDC 8/4980 /LNL/ FI/T KING'S LAND O'LAKES, LAND O'LAKES, WI. NDB OR GPS RWY 14, AMDT 9...NDB RWY 32, ORIG...LOCAL ALSTG MNMS NA. USE EAGLE RIVER ALSTG.

MADISON

Dane County Regional-Truax Field

FDC 8/8923 /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR OR TACAN OR GPS RWY 13, AMDT 23B...VOR OR TACAN OR GPS RWY 18, AMDT 20B...VOR OR TACAN OR GPS RWY 31, AMDT 24B...CAT D CIRCLING MDA 1580/HAA 718, VIS 2-1/4. TEMPORARY CRANE 1224 MSL 2.19 NM NE OF RWY 18. ILS RWY 18, AMDT 7B...ILS RWY 36, AMDT 29B...NDB OR GPS RWY 36, AMDT 28B...RADAR-1 AMDT 15...CAT D CIRCLING MDA 1580/HAA 718 VIS 2-1/4. TEMPORARY CRANE 1224 MSL 2.19 NM NE OF RWY 18. ALTERNATE MINIMUMS: CAT D, 800 2-1/4.

FDC 8/8904 /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. HI-ILS/DME RWY 18, ORIG...HI-ILS/DME RWY 36, ORIG...HI-TACAN RWY 18, AMDT 1...HI-TACAN RWY 36, AMDT 1...CAT D CIRCLING MDA 1580/HAA 718, VIS 2-1/4. TEMPORARY CRANE 1224 MSL, 2.19 NM NE OF RWY 18.

FDC 8/8074 /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. HI-ILS/DME RWY 18, ORIG...HI-ILS/DME RWY 36, ORIG...HI-TACAN RWY 18, AMDT 3...HI-TACAN RWY 36, AMDT 1...RADAR-1, AMDT 15...CAT E CIRCLING MDA 1680/HAA 818, VIS 3. ALT MNMS: CATEGORY 3, 900-3.

FDC 8/7019 /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. HI-TACAN RWY 36, AMDT 1...S-36 MDA 1400/HAT 538 ALL CATS. TEMPORARY CRANE, 1100 MSL, 430418.98N/0891930.42W.

FDC 8/7018 /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. RADAR-1, AMDT 15...ASR: S-36 MDA 1400/HAT 538 ALL CATS. TEMPORARY CRANE, 1100 MSL, 430418.98N/0891930.42W.

MANITOWOC

Manitowoc County

FDC 9/0489 /MTW/ FI/T MANITOWOC COUNTY, MANITOWOC, WI. ILS RWY 17, AMDT 1...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000, THEN CLIMBING LEFT TURN TO 3000 DIRECT MTW VOR/DME AND HOLD.

FDC 9/0246 /MTW/ FI/P MANITOWOC COUNTY, MANITOWOC, WI. VOR OR GPS RWY 17, AMDT 14A...CHG MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT MTW VOR/DME AND HOLD. THIS IS VOR OR GPS RWY 17, AMDT 14B.

FDC 8/9045 /MTW/ FI/T MANITOWOC COUNTY, MANITOWOC, WI. VOR OR GPS RWY 35, AMDT 13...PROC NA WHEN R6903 IS ACTIVATED.

MONROE

Monroe Muni

FDC 8/1488 /EFT/ FI/T MONROE MUNI, MONROE, WI. VOR/DME OR GPS RWY 30, AMDT 7...TRML RTE: R-341 JVL VORTAC COUNTER CLKWS (IAF), TO JVL VORTAC R-276, 11 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

OSCEOLA

L. O. Simenstad Muni

FDC 8/7326 /OEO/ FI/T L. O. SIMENSTAD MUNI, OSCEOLA, WI. TAKE-OFF MINIMUMS RWY 10 300-1. TEMPORARY CRANE 982 MSL OPERATING 238 FEET FROM DEPARTURE END OF RWY 10 550 FEET LEFT OF CENTERLINE.

OSHKOSH

Wittman Regional

FDC 8/8982 /OSH/ FI/P WITTMAN REGIONAL, OSHKOSH, WI. NDB OR GPS RWY 36, AMDT 5A...S-36: VIS CAT A/B RVR 4000, VIS CAT C RVR 5000. THIS IS NDB OR GPS RWY 36, AMDT 5B.

FDC 8/8981 /OSH/ FI/P WITTMAN REGIONAL, OSHKOSH, WI. ILS RWY 36, AMDT 6A...S-ILS 36: VIS RVR 2400, ALL CATS. S-LOC 36: VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. THIS IS ILS RWY 36, AMDT 6B.

FDC 8/8980 /OSH/ FI/P WITTMAN REGIONAL, OSHKOSH, WI. VOR RWY 36, AMDT 16A...S-36: VIS CAT A/B RVR 2400, VIS CAT C RVR 5000, VIS CAT D RVR 6000. DME MINIMUMS S-36: VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. CHANGE NOTE: CAT D S-36 DME MINIMUMS VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR TO READ CAT D S-36 DME MINIMUMS VISIBILITY INCREASED TO RVR 6000 FOR INOPERATIVE MALSR. THIS IS VOR RWY 36, AMDT 16B.

PORTAGE

Portage Muni

FDC 5/6014 /C47/ FI/T PORTAGE MUNI, PORTAGE, WI. RVAV OR GPS RWY 17 AMDT 3...MNMS: S-17 MDA 1440/HAT 622 CATS A/B. CIRCLING MDA 1500/HAA 675 CATS A/B. VOR/DME OR GPS-A AMDT 5...MNMS: CIRCLING MDA 1500/HAA 675 CATS A/B.

SOLON SPRINGS

Solon Springs Muni

FDC 7/2201 /OLG/ FI/T SOLON SPRINGS MUNI, SOLON SPRINGS, WI. NDB RWY 19 AMDT 1...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SOLON SPRINGS (OLG) NDB NA. ADD NOTE: RADAR REQUIRED.

WAUKESHA

Waukesha County

FDC 9/0254 /UES/ FI/T WAUKESHA COUNTY, WAUKESHA, WI. TAKEOFF MINIMUMS: RWY 36 300-2 OR STANDARD WITH MINIMUM CLIMB OF 290 FPNM TO 1200. TEMPORARY CRANE 1095 MSL OPERATING 5122 FEET FROM DEPARTURE END OF RWY 10, 635 FEET RIGHT OF CENTERLINE.

WYOMING

CASPER

Natrona County Intl

FDC 9/0479 /CPR/ FI/P NATRONA INTL, CASPER, WY. ILS RWY 8, AMDT 24...DLT NOTE: CAT D S-LOC VIS INCR 1/4 MILE FOR INOP MM. THIS IS ILS RWY 8, AMDT 24A.

FDC 4/6941 /CPR/ FI/T NATRONA COUNTY INTL, CASPER, WY. VOR/DME OR GPS RWY 3, AMDT 3...S-3 MINS NA: DDY 17.2 DME MIN ALT 6460.

CHEYENNE

Cheyenne

FDC 8/5212 /CYS/ FI/P CHEYENNE, CHEYENNE, WY. GPS RWY 12, AMDT 1...CIRCLING CAT D MDA 6720/HAA 564. THIS IS GPS RWY 12, AMDT 1A.

FDC 8/3749 /CYS/ FI/T CHEYENNE, CHEYENNE, WY. ILS RWY 26, AMDT 33...CHANGE NOTE TO READ: FOR INOPERATIVE MALSR INCREASE CAT D S-LOC VISIBILITY 1/4 MILE.

FT BRIDGER

Ft Bridger

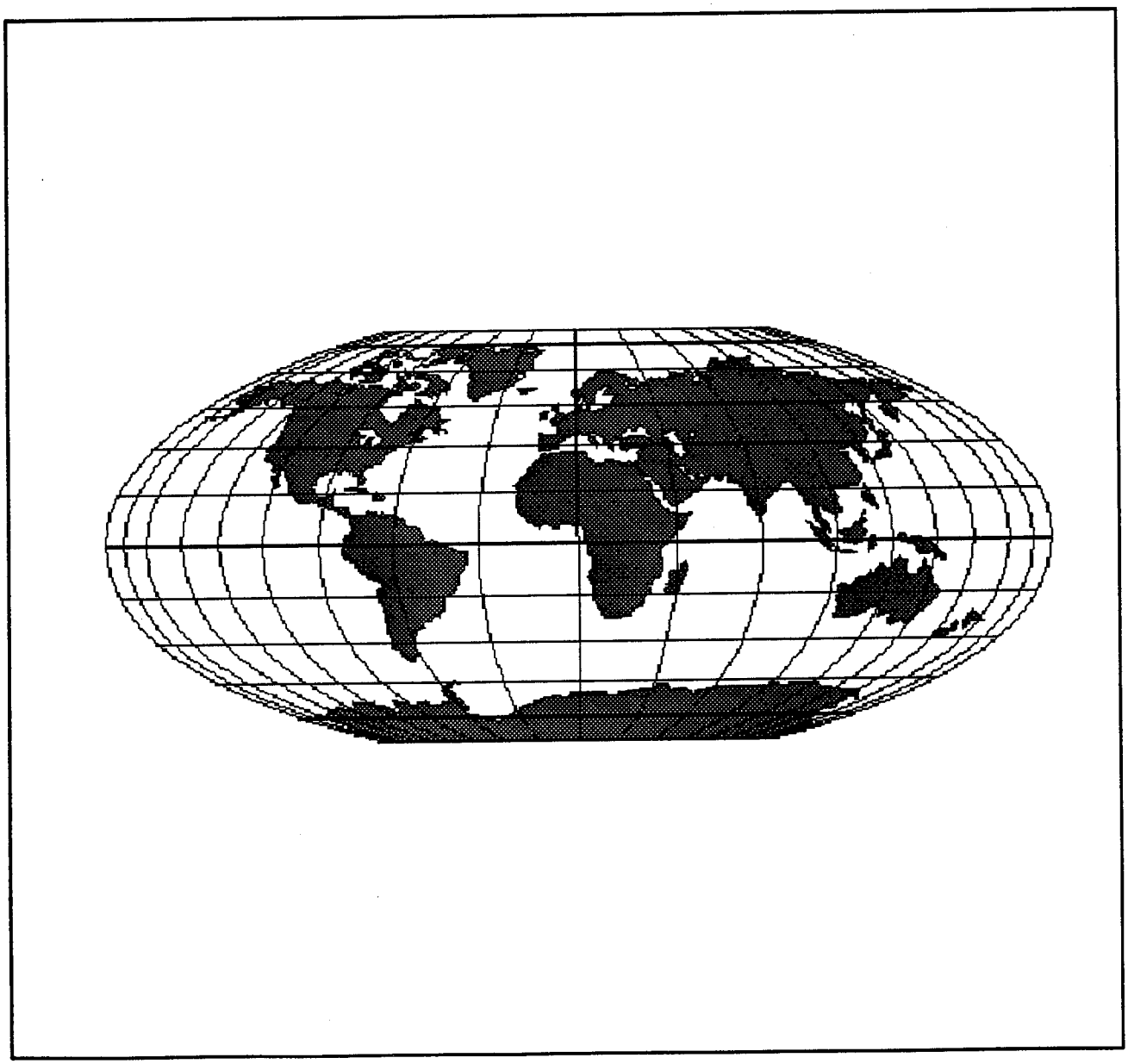
FDC 5/2829 /FBR/ FI/T FT BRIDGER, FT BRIDGER, WY. VOR OR GPS RWY 22 AMDT 1...PROC NA.

Part 1.

Section 3.

FDC

GENERAL NOTAMS



Section 3. GENERAL FDC NOTAMS

FDC 9/0718 FDC FI/P U.S. Government IFR/VFR Low Altitude Chart.

U.S. GOVERNMENT IFR/VFR LOW ALTITUDE PLANNING CHART, EFFECTIVE 28 JANUARY, 1999 THROUGH 29 DECEMBER, 1999 CHANGE EAST SIDE OF CHART TO READ: 5TH EDITION VICE 4TH EDITION.

FDC 0/0593 FDC FI/P U.S. Government Terminal Procedures Publication

U.S. GOVERNMENT TERMINAL PROCEDURES PUBLICATION SOUTHWEST VOLUME 2 (SE-1) EFFECTIVE 28 JANUARY 1999 TO 25 MARCH 1999. ANDERSON COUNTY AIRPORT SC (AND) GOS RWY 23 WAS PRINTED WITHOUT AN AIRPORT SKETCH. PILOTS SHOULD REFER TO ONE OF THE OTHER ANDERSON COUNTY APPROACH PROCEDURES FOR AIRPORT SKETCH INFORMATION.

FDC 0/0592 FDC FI/P U.S. Government Terminal Procedures Publication

U.S. GOVERNMENT TERMINAL PROCEDURES PUBLICATION NORTHWEST (VOLUME 1 (NW-1) EFFECTIVE JANUARY 28, 1999 TO MARCH 25, 1999. CODY/YELLOWSTONE REGIONAL (COD) WY GPS-B WAS PRINTED WITHOUT AN AIRPORT SKETCH. PILOTS SHOULD REFER TO THE OTHER PUBLISHED CODY/YELLOWSTONE APPROACH PROCEDURE FOR AIRPORT SKETCH INFORMATION

FDC 0/0591 FDC FI/P U.S. Government Terminal Procedures Publication

U.S. GOVERNMENT IFR ENROUTE HIGH ALTITUDE CHART H-4 PANEL H EFFECTIVE JANUARY 28, 1999 THROUGH MARCH 24, 1999. J42 BETWEEN FOUNT AND TONTO MEA AND MAA ARE 20000 AND 25000 FEET VICE 18000 AND 45000 FEET.

FDC 0/0590 FDC FI/P U.S. Government Terminal Procedures Publication

U.S. GOVERNMENT TERMINAL PROCEDURE PUBLICATION SOUTH CENTRAL VOLUME 1 (SC-1) EFFECTIVE JANUARY 28, 1999 TO MARCH 25, 1999 WAS PRINTED WITH INCORRECTLY POSITIONED LEGEND AND IFR ALTERNATE MINIMUM PAGES. PAGE E1 WAS INCORRECTLY PRINTED ON PAGE L2. PAGE E2 WAS INCORRECTLY PRINTED ON PAGE E1. PAGE L2 WAS INCORRECTLY PRINTED ON PAGE E2.

FDC 8/8995 ZZZ ANGOLA.

ATTENTION U.S.OPERATORS: POTENTIALLY HOSILE SITUATION. GOVERNMENT OF ANGOLA FORCES AND NATIONAL UNION FOR THE TOTAL INDEPENDENCE OF ANGOLA (UNITA) REBELS HAVE CLASHED NUMEROUS TIMES IN NORTHERN AND CENTRAL ANGOLA. UNITA REBELS REPORTEDLY SHOT DOWN TWO CIVILIAN TRANSPORT AIRCRAFT UNDER CONTRACT TO THE GOVERNMENT IN LATE 1998. THE ANGOLAN AIR FORCE ALSO HAS STATED ITS INTENT TO INTERCEPT UNAUTHORIZED FLIGHTS WITHIN ANGOLA. PILOTS MUST ASSUME THAT THERE IS A INCREASED RISK OVERFLYING OR OPERATING IN ANGOLA. THE U.S.DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR THIS REGION. OPERATORS CONSIDERING FLIGHTS WITHIN ANGOLA SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION.

FDC 8/8849 ZZZ IRAQ ADVISORY.

ALL CIVIL AIRCRAFT OPERATORS ARE ADVISED THAT HOSTILITIES HAVE COMMENCED IN THE AIRSPACE OVER IRAQ AND THE ADJACENT WATERS, AND MAY OCCUR IN THE AIRSPACE OVER OTHER NATIONS OF THE ARABIAN PENINSULA, AND THE ADJACENT WATERS, INCLUDING THE PERSIAN GULF AND THE RED SEA.

ALL OPERATORS ARE REMINDED, FOR THEIR SAFETY, TO FULLY AND STRICTLY COMPLY WITH ALL NOTAMS CONCERNING AIRCRAFT IDENTIFICATION PROCEDURES IN USE BY THE ARMED FORCES OF THE UNITED STATES AND MEMBER STATES CO-OPERATING WITH THE UNITED STATES IN THE AREA, AND WITH ALL OTHER NOTAMS ISSUED BY THE APPROPRIATE AUTHORITIES IN THE REGION.

ALL AIRCRAFT FLYING WITHIN OR ENTERING THESE AREAS SHOULD MAINTAIN A CONTINUOUS LISTENING WATCH ON ONE OR BOTH INTERNATIONAL EMERGENCY FREQUENCIES VHF 121.5 AND/OR 243.0. AIRCRAFT EQUIPPED WITH A CIVIL WEATHER-AVOIDANCE RADAR AND/OR AN OPERATIONAL CIVIL TYPE TRANSPONDER SHOULD OPERATE BOTH CONTINUOUSLY WHEN TRANSITING THESE AREAS.

UNIDENTIFIED AIRCRAFT AND AIRCRAFT WHOSE INTENTIONS ARE UNCLEAR TO U.S. AND ALLIED ARMED FORCES WILL BE CONTACTED USING THE ENGLISH LANGUAGE ON VHF 121.5 AND/OR UHF 243.0 AND REQUESTED TO IDENTIFY THEMSELVES AND TO STATE THEIR INTENTIONS.

SUCH CONTACTS MAY ORIGINATE FROM MILITARY SURFACE AND/OR AIRBORNE UNITS. U.S. RADIO COMMUNICATIONS WILL USE STANDARD PHRASEOLOGY AND WILL SPECIFY THE AIRCRAFT FLIGHT INFORMATION, AS AVAILABLE, TO INCLUDE: HEADING, FLIGHT LEVEL OR ALTITUDE.

SSR/IFF SQUAWK, GEOGRAPHICAL COORDINATES, AND GROUND SPEED. AIRCRAFT RECEIVING ADVISORY CALLS SHOULD ACKNOWLEDGE RECEIPT AND UNDERSTANDING OF THE WARNINGS ON THE SAME FREQUENCY ON WHICH THE CALL WAS RECEIVED, AND PROVIDE THE INFORMATION REQUESTED.

IN THE EVENT THE AIRCRAFT REMAINS UNIDENTIFIED AND/OR IS DEEMED TO POSE A THREAT TO THE U.S. AND ALLIED ARMED FORCES, AN EMERGENCY SITUATION WILL BE DEEMED TO EXIST BY THOSE ARMED FORCES.

PILOTS MUST BE PREPARED TO EXERCISE THEIR EMERGENCY AUTHORITY TO DEVIATE FROM ATC CLEARANCE TO COMPLY WITH RECOMMENDED HEADING AND/OR ALTITUDE CHANGES PROVIDED BY U.S. AND ALLIED MILITARY FORCES, AND TO NOTIFY THE APPROPRIATE ATC FACILITY OF THE DEVIATION AND THE NEED FOR AN AMENDED CLEARANCE.

AIRCRAFT TRANSITING THE AREAS MENTIONED ABOVE MAY MINIMIZE THEIR EXPOSURE BY MAINTAINING AN ALTITUDE ABOVE FL250, BY AVOIDING OFF-AIRWAYS ROUTING, BY EXECUTING ALL CLIMBS AND DESCENTS WITHIN NATIONAL AIRSPACE AND BY AVOIDING ABRUPT AND UNUSUAL CHANGES OF HEADING AND/OR ALTITUDE WHICH MAY BE CONSTRUED AS INCONSISTENT WITH NORMAL CIVIL AIRCRAFT FLIGHT PATTERNS.

ALL AIRCRAFT THAT THREATEN OR INTERFERE WITH THE ARMED FORCES OF THE UNITED STATES OR ALLIED STATES CO-OPERATING WITH THE UNITED STATES COULD POTENTIALLY BE CONSIDERED HOSTILE AND COULD BE FIRED UPON.

FDC 8/7867 FI/P CORRECT U.S.GOVERNMENT CHICAGO SECTIONAL.

AERONAUTICAL CHART 57TH EDITION. CHICAGO O'HARE INTL (ORD) LENGTH OF LONGEST RWY IN HUNDREDS OF FEET SHOULD READ 130 VICE 30.

FDC 8/7756 ZZZ SPECIAL NOTICE -

TIME KEEPING PROCEDURES PRIOR TO ENTERING MNPS AIRSPACE, THE TIME REFERENCE SYSTEM(S) TO BE USED DURING THE FLIGHT FOR CALCULATION OF WAYPOINT ESTIMATED TIMES OF ARRIVAL (ETAs) AND WAYPOINT ACTUAL TIMES OF ARRIVAL (ATAs) SHALL BE SYNCHRONIZED TO UTC. ALL ETAs AND ATAs PASSED TO ATC SHALL BE BASED ON A TIME REFERENCE THAT HAS BEEN SYNCHRONIZED TO UTC OR EQUIVALENT. ACCEPTABLE SOURCES OF UTC INCLUDE THE FOLLOWING:

(a) WWV - NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY (NIST: FORT COLLINS, COLORADO, U.S.). WWV OPERATES 24 HOURS A DAY ON 2500, 5000, 1000, 15000, 2000 kHZ (AM/SSB) AND PROVIDES UTC VOICE EVERY MINUTE;

(b) GPS (CORRECTED TO UTC) - AVAILABLE 24 HOURS A DAY TO THOSE PILOTS THAT CAN ACCESS THE TIME SIGNAL OVER THE SHIPBOARD GPS EQUIPMENT;

(c) CHU - NATIONAL RESEARCH COUNCIL (NRC: OTTAWA CANADA), AVAILABLE 24 HOURS A DAY ON 3330, 7335, 14670 kHZ (SSB). IN THE FINAL TEN-SECOND PERIOD OF EACH MINUTE, A BILINGUAL STATION IDENTIFICATION AND TIME ANNOUNCEMENT IS MADE IN UTC;

(d) BBC - BRITISH BROADCASTING CORPORATION (GREENWICH, UK). THE BBC TRANSMIT ON A NUMBER OF DOMESTIC AND WORLDWIDE FREQUENCIES AND TRANSMITS THE GREENWICH TIME SIGNAL (REFERENCED TO UTC ONCE EVERY HOUR ON MOST FREQUENCIES, ALTHOUGH THERE ARE SOME EXCEPTIONS;

(e) ANY SOURCE SHOWN TO THE STATE OF REGISTRY OR STATE OF OPERATOR (AS APPROPRIATE) TO BE AN EQUIVALENT SOURCE OF UTC.

FDC 8/7569 ZZZ DEMOCRATIC REPUBLIC OF CONGO (DROC) (FORMERLY ZAIRE)

ADVISORY POTENTIALLY HOSTILE SITUATION. ATTENTION U.S. OPERATORS: THE DROC HAS BEEN INVOLVED IN A CIVIL WAR PERIODICALLY SINCE 1996; FIGHTING THERE HAS SHIFTED BACK AND FORTH FROM ONE SIDE OF THE COUNTRY TO THE OTHER. NONE OF THE FORCES INVOLVED IN THE REGIONAL FIGHTING IS KNOWN TO HAVE THE CAPABILITY OF TARGETING AIRCRAFT AT NORMAL OVERFLIGHT CRUSIING ALTITUDES ABOVE 15,000 FEET ABOVE GROUND LEVEL (AGL).

AIRCRAFT OPERATING BELOW 15,000 FEET (AGL), IN THE DROC MAY COME WITH WEAPONS RANGE AS THE FIGHTING CONTIUNES. AN OCTOBER 1998 INCIDENT IN EASTERN ZAIRE, WHERE A CIVILIAN B-727 WAS SHOT DOWN BY A MAN-PORTABLE MISSILE, DEMONSTRATES THAT THE REBEL FORCES IN THE DROC CAN AND WILL SHOOOT DOWN CIVIL AIRCRAFT THEY BELIEVE TO BECARRING GOVERNMENT SOLDIERS OR WEAPONRY. THE DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR THIS REGION. CONSIDERING FLIGHTS WITHIN THE DROC SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION.

FDC 8/5926 ZZZ SUDAN ADVISORY: ATTENTION U.S. CIVIL

OPERATORS: UNTIL FURTHER NOTICE, BY ORDER OF THE ADMINISTRATOR OF THE FAA, U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, U.S. CERTIFICATED AIRMEN, AND OPERATORS OF U.S. REGISTERED AIRCRAFT (UNLESS SUCH OPERATOR IS A FOREIGN AIR CARRIER) ARE PROHIBITED FROM OPERATING INTO SUDANESE AIRSAPCE DUE TO RECENT STRIKES CONDUCTED BY THE U.S. MILITARY.

FDC 8/5925 ZZZ AFGHANISTAN ADVISORY: ATTENTION U.S. CIVIL

OPERATORS: UNTIL FURTHER NOTICE, BY ORDER OF THE ADMINISTRATOR OF THE FAA, U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, U.S. CERTIFICATED AIRMEN, AND OPERATORS OF U.S REGISTERED AIRCRAFT (UNLESS SUCH OPERATOR IS A FOREIGN AIR CARRIER) ARE PROHIBITED FROM OPERATING INTO AFGHAN AIRSAPCE DUE TO RECENT STRIKES CONDUCTED BY THE U.S. MILITARY.

FDC 8/3619 FDC ... ETHIOPIAN/ERITREA ADVISORY....

ETHIOPIAN FIGHTER AIRCRAFT ATTACKED THE MILITARY OPERATIONS SIDE OF ASMARA INTERNATIONAL AIRPORT, ERITREA, TWICE ON JUNE 5,1998, AS PART OF AN ESCALATING BORDER DISPUTE. ERITREAN AIRCRAFT ATTACKED MEKELE AIRPORT IN NORTHERN ETHIOPIA ON THE SAME DAY. THE SITUATION REMAINS UNSETTLED. OPERATORS CONSIDERING FLIGHTS WITHIN ETHIOPIA AND ERITREA SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION AND ARE ADVISED TO CONTACT RESPECTIVE TOWERS IN ETHIOPIA AND ERITREA FOR THE LATEST UPDATE.

FDC 8/2843 ZZZ FI/T SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 67- PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN.

1. APPLICABILITY. THIS RULE APPLIES TO ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, AND ALL OPERATORS USING AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

2. FLIGHT PROHIBITION. EXCEPT AS PROVIDED IN PARAGRAPH 3 AND 4 OF THIS SFAR NO PERSON DESCRIBED IN PARAGRAPH 1 MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TERRITORY OF AFGHANISTAN.

3. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH 1 FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN:

A. WHERE SUCH OPERATIONS ARE AUTHORIZED BY EXEMPTION ISSUED BY THE ADMINISTRATOR OR BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH APPROVAL OF THE FAA; OR

B. EAST OF 070 35 EAST LONGITUDE, OR SOUTH OF 33 NORTH LATITUDE.

4. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF FLIGHT, THE PILOT IN COMMAND OF THE AIRCRAFT MAY DEVIATE FROM THIS SFAR TO THE EXTENT REQUIRED BY THAT EMERGENCY. EXCEPT FOR U.S. AIR CARRIERS AND COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF 14 CFR 121.557, 121.559, OR 135.19, EACH PERSON WHO DEVIATES FROM THIS RULE SHALL, WITHIN TEN (10) DAYS OF THE DEVIATION, EXCLUDING SATURDAY, SUNDAY, AND FEDERAL HOLIDAYS, SUBMIT TO THE NEAREST FAA FLIGHT STANDARDS DISTRICT OFFICE A COMPLETE REPORT OF THE OPERATIONS OF THE AIRCRAFT INVOLVED IN THE DEVIATION, INCLUDING A DESCRIPTION OF THE DEVIATION AND REASONS THEREFORE.

FDC 8/2186 FDC AIRCRAFT EQUIPMENT SUFFIXES EFFECTIVE APRIL 23 1998 THE FOLLOWING CHANGES WILL BE INCORPORATED INTO THE FAA(S) LIST OF DESIGNATED QUALIFIER SUFFIXES:

/R - RNP TYPE CERTIFICATION.

(RNP - REQUIRED NAVIGATIONAL PERFORMANCE - INDICATES THAT THE ONBOARD AVIONICS HAVE BEEN CERTIFIED TO A LEVEL OF ACCURACY THAT ALLOWS THE AIRCRAFT TO OPERATE IN AIRSPACE THAT INCORPORATES REDUCED SEPARATION STANDARDS.

/I - AREA NAVIGATION WITH MODE C.

PILOTS SHOULD NOTE THAT BOTH /R AND /I INDICATE AN ABILITY TO CONDUCT POINT TO POINT NAVIGATION. PILOTS SHOULD ALSO NOTE THAT THESE CHANGES ALIGN THE U.S. WITH ICAO EQUIPMENT SUFFIXES FOR THESE TWO DESIGNATORS.

INCLUSION OF /R INDICATES THAT AN AIRCRAFT MEETS THE RNP TYPE PRESCRIBED FOR THE ROUTE SEGMENT(S),ROUTE(S) AND/OR AREA CONCERNED.

FDC 8/1167 ZZZ SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 79—

PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE FLIGHT INFORMATION REGION (FIR) OF THE DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA (DPRK) HAS BEEN AMENDED TO ALLOW U.S. OPERATIONS WITHIN THE PYONGYANG FIR, EAST OF 132 DEGREES EAST LONGITUDE.

REQUIRED OPERATIONAL GUIDELINES ESTABLIHED BY THE D.P.R. OF KOREA FOR FLIGHTS WITHIN PYONGYANG FIR MAY BE FOUND IN THE AERONAUTICAL INFORMATION PUBLICATION (AIP) OF D.P.R. OF KOREA (NORTH KOREA).

THE AIP MAY BE REQUESTED VIA AFTN: ZKKKYOYX, OR BY WRITING TO:

AERONAUTICAL INFORMATION SERVICE, ROOM 308, CIVIL AVIATION ADMINISTRATION, SUNAN DISTRICT, PYONGYANG, D.P.R. OF KOREA.

U.S. OPERATORS ARE RESPONSBILE FOR OBTAINING AND MAKING AVAILABLE TO FLIGHT CREWS ALL NECESSARY INFORMATION AND DOCUMENTATION TO ENSURE SAFETY OF FLIGHT. FLIGHT CREWS MUST BE ABLE TO OPERATE USING THE METRIC UNITS OF MEASURE USED IN ALL PHASES OF FLIGHT OPERATIONS. E.G., METERS, KILOMETERS PER HOUR, HECTOPASCALS, METERS PER SECOND, ETC.

THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC, CONSULAR, OR TRADE RELATIONS WITH NORTH KOREA. CONSEQUENTLY, THE U.S. GOVERNMENT IS NOT IN A POSITION TO ACCORD NORMAL CONSULAR PROTECTIVE SERVICES TO U.S. CITIZENS IN NORTH KOREA. THE SWEDISH GOVERNMENT, ACTING THROUGH ITS EMBASSY IN PYONGYANG, SERVES AS THE PROTECTING POWER FOR U.S. INTERESTS IN NORTH KOREA. ANY U.S. OPERATOR MAKING AN UNANTICIPATED LANDING IN NORTH KOREA SHOULD CONTACT THE SWEDISH EMBASSY IN PYONGYANG FOR ANY NEEDED ASSISTANCE AT TELEPHONE (850-2)381-7523 OR FAX / TELEPHONE (850-2)381-7258.

FDC 8/1845 FDC US NOTAM OFFICE, ATCSCC, HERNDON, VA

EFFECTIVE 1 APRIL 1998 UNTIL FURTHER NOTICE THE US NOTAM SYSTEM WILL BEGIN RETAINING THE FDC NOTAM NUMBER LINE OF CANCELLED FDC NOTAMS AND ADD A REFERENCE TO THE CANCELLING NOTAM FOR A PERIOD OF 30 DAYS FROM THE CANCELLATION DATE. THIS CHANGE WILL BE DISPLAYED AS FOLLOWS:

FDC x/xxxx XXX CANCELLED BY FDC x/xxxx ON 3/1/98 15:35.

THE ABOVE EXAMPLE WOULD BE REMOVED FROM THE US NOTAM DATABASE ON 3/31/98.

THIS DISPLAY WILL BE AVAILABLE FROM THE USNS DATABASE ONLY WHEN REQUESTED.

FDC 8/0093 FDC INSTRUMENT DEPARTURE PROCEDURES (DP'S)

EFFECTIVE JANUARY 01, 1998 ALL EXISTING TEXTUAL DEPARTURE PROCEDURES AND STANDARD INSTRUMENT DEPARTURES (SID) WILL BE REDESIGNATED AS INSTRUMENT DEPARTURE PROCEDURES (DP'S). PROCEDURALLY, THERE WILL BE NO CHANGES TO THE USE OF GRAPHICALLY PUBLISHED DP'S (FORMER SID'S) OR THEIR NAMES. FOR TEXTUALLY PUBLISHED DP'S, WHEN COMPLIANCE WITH THE PROCEDURE IS NECESSARY FOR TRAFFIC SEPARATION, ATC WILL ISSUE: "DEPART VIA (AIRPORT NAME) (RUNWAY NUMBER) DEPARTURE PROCEDURE." AS PART OF THE ATC CLEARANCE. THE "T" ICON ON

INSTRUMENT APPROACH PROCEDURE CHARTS WILL CONTINUE TO INDICATE THAT NONSTANDARD IFR TAKEOFF MINIMUMS AND/OR TEXTUAL DP'S ARE PUBLISHED FOR THAT AIRPORT. TEXTUAL DP'S PROVIDE OBSTACLE CLEARANCE.

IN THE ABSENCE OF A DP IN THE ATC CLEARANCE, PART 91 OPERATORS ARE ENCOURAGED TO USE THESE PROCEDURES DURING IMC AND/OR NIGHT OPERATIONS. BEGINNING WITH THOSE PUBLISHED AFTER 01/01/98, ALL NEW RNAV DP'S WILL BE PUBLISHED GRAPHICALLY. EXISTING TEXTURAL DP'S WILL BE REVIEWED INDIVIDUALLY AND, WHERE APPROPRIATE, PROCESSED FOR GRAPHIC DEPICTION. THIS NOTAM DOES NOT AFFECT ANY FAR OR AIR CARRIER OPS SPEC.

FDC 7/6158 FDC WAKE VORTEX ENCOUNTERS WITHIN NAT MNPS AIRSPACE.

IN FLIGHT CONTINGENCY PROCEDURES FOR WAKE VORTEX ENCOUNTERS WITHIN NORTH ATLANTIC (NAT) MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AIRSPACE. EFFECTIVE SEPTEMBER 24, 1997 UNTIL FURTHER NOTICE. 1000 FEET VERTICAL SEPARATION MINIMUM WAS IMPLEMENTED IN THE MNPS AIRSPACE ON THE NORTH ATLANTIC REGION FROM FLIGHT LEVELS 330 TO 370 INCLUSIVE ON 27 MARCH 1997.
PILOT REPORTS HAVE SINCE BEEN RECEIVED OF WAKE VORTEX FROM AIRCRAFT AHEAD ON THE SAME ROUTE AND 1000 FEET ABOVE.
IN SUCH INSTANCES, THE PILOT SHOULD NOTIFY ATC AND REQUEST A REVISED CLEARANCE. HOWEVER, IN SITUATIONS WHERE A REVISED CLEARANCE IS NOT POSSIBLE OR PRACTICABLE:

a) THE PILOT MAY ESTABLISH CONTACT WITH OTHER AIRCRAFT

ON 131.8 MHZ, IF POSSIBLE, AND

B) ONE OR BOTH AIRCRAFT MAY INITIATE LATERAL OFFSET(S) NOT TO EXCEED 2 NM FROM THE ASSIGNED ROUTE(S) OR TRACK(S),

I) AS SOON AS IT IS PRACTICABLE TO DO SO, OFFSETTING AIRCRAFT NOTIFY ATC THAT TEMPORARY LATERAL OFFSET(S) HAVE BEEN TAKEN AND SPECIFY THE REASON FOR DOING SO (ATC WILL NOT NORMALLY RESPOND), AND

II) OFFSETTING AIRCRAFT RETURN TO THE ASSIGNED ROUTE(S) OR TRACK(S) AS SOON AS THE OFFSET(S) ARE NO LONGER REQUIRED, AND

III) OFFSETTING AIRCRAFT NOTIFY ATC WHEN RE-ESTABLISHED ON ASSIGNED ROUTE(S) OR TRACK(S) (ATC WILL NOT NORMALLY RESPOND).

NOTE: ATC WILL NOT ISSUE CLEARANCES FOR LATERAL OFFSETS.

THIS PROCEDURE DOES NOT SUPERCEDE THE IN-FLIGHT CONTINGENCY PROCEDURES CONTAINED IN THE NAT REGIONAL SUPPLEMENTARY PROCEDURES, OR THE IN-FLIGHT PROCEDURES, OR THE IN-FLIGHT PROCEDURES CONTAINED IN NAT GUIDANCE MATERIAL. IT SHOULD NOT BE INTERPRETED IN ANY WAY THAT PREJUDICES THE FINAL AUTHORITY AND RESPONSIBILITY OF THE PILOT-IN-COMMAND FOR THE SAFE OPERATION OF THE AIRCRAFT.

FDC 7/4186 ZZZ

THE UNITED STATES WILL WITHDRAW ITS SUPPORT AND FUNDING OF THE OMEGA LONG RANGE NAVIGATION SYSTEM ON SEPTEMBER 30, 1997. THIS WILL EFFECTIVELY ELIMINATE THE USE OF OMEGA FOR GLOBAL NAVIGATION. THE U.S. WILL WITHDRAW EXISTING APPROVALS AND DECERTIFY THE USE OF OMEGA FOR GLOBAL NAVIGATION BY U.S. OPERATORS AND FOREIGN OPERATORS OPERATING IN U.S. AIRSPACE ON OR ABOUT THIS SAME DATE. ALL CURRENT OMEGA OWNER/OPERATORS ARE REMINDED THAT THEY ARE REQUIRED TO NAVIGATE ON PLANNED ROUTES TO THE DEGREE OF ACCURACY REQUIRED FOR AIR TRAFFIC CONTROL AND MAY NEED TO INSTALL/USE ALTERNATIVE LONG RANGE NAVIGATION EQUIPMENT APPROPRIATE FOR THEIR ROUTE OF FLIGHT BEFORE THIS DATE. PLEASE BE ADVISED THAT THE FAA INTENDS TO ISSUE A CORRECTION RULE TO REMOVE ANY REFERENCE TO OMEGA FROM THE FEDERAL AVIATION REGULATIONS IN THE NEAR FUTURE

FDC 7/3220 ZZZ - IRAQ ADVISORY -

THIS INFORMATION ORIGINATES FROM THE UNITED STATES (U.S.) AND IS PROMULGATED IN THE INTEREST OF SAFETY OF FLIGHT. FOLLOWING THE TERMINATION OF HOSTILITIES IN IRAQ, THE U.S., IN CONJUCTION WITH COALITION ALLIES, ESTABLISHED TWO NO-FLY ZONES (NFZ) OVER IRAQI TERRITORY TO ALLOW COALITION AIRCRAFT TO MONITOR AND REPORT ON IRAQI COMPLIANCE WITH UNITED NATIONS (UN) SECURITY COUNCIL RESOLUTIONS 687 AND 688. AS OF SEPTEMBER 3, 1996, THESE NFZ INCLUDE THE IRAQI TERRITORY AND AIRSPACE SOUTH OF 33 DEGREES NORTH LATITUDE AND IRAQI TERRITORY AND AIRSPACE NORTH OF 36 DEGREES NORTH LATITUDE. COALITION AIRCRAFT ROUTINELY OPERATE IN THESE AREAS TO ENFORCE THE NFZ PROCEDURES.

STRICT ADHERENCE TO THESE PROCEDURES IS ESSENTIAL TO PRECLUDE THE INADVERTENT USE OF FORCE AGAINST ANY AIRCRAFT FLYING IN THE NFZ.

OPERATORS OTHER THAN COALITION MILITARY AND UN MARKED AIRCRAFT DESIRING TO ENTER THE NFZ MUST OBTAIN PRIOR MISSION APPROVAL THROUGH THEIR REQUESTING NATION FROM THE UN SANCTIONS COMMITTEE. FOLLOWING MISSION APPROVAL, THOSE MISSIONS PLANNED FOR SOUTH OF 33 DEGREES NORTH LATITUDE PROVIDE FLIGHT PLAN INFORMATION BELOW TO THE JOINT TASK FORCE SOUTHWEST ASIA (JTF-SWA). INFORMATION REQUESTED INCLUDES: DATE AND TIME OF FLIGHT, PURPOSE OF FLIGHT, TYPE AIRCRAFT, ROUTE SPECIFICS, DEPARTURE POINT, AND DESTINATION. CONTACT JTF-SWA DIRECTLY AT 966-1-478-1100, EXTENSION 435-7783, TO PROVIDE FLIGHT PLAN INFORMATION ABOVE.

THOSE MISSIONS PLANNED FOR NORTH OF 36 DEGREES NORTH LATITUDE PROVIDE ABOVE STATED INFORMATION TO COMBINED TASK FORCE OPERATION NORTHERN WATCH (CTF-ONW). INFORMATION MAY BE PROVIDED BY MESSAGE TO "CTF OPERATION NORTHERN WATCH INCIRLIK AB TU" OR TELECON TO 90-322-316-3014.

NON-COALITION, NON-UN AIRCRAFT OPERATING WITHIN THE NFZ WITHOUT BOTH UN SANCTION COMMITTEE APPROVAL AND DIRECT FLIGHT PLAN NOTICE TO JTF-SWA OR CTF-ONW WILL BE INTERCEPTED FOR A VISUAL IDENTIFICATION (VID). THOSE AIRCRAFT OPERATING IN THE NFZ WHICH DO NOT COMPLY WITH THE TRACK, IFF, AND COMMUNICATION PROCEDURES WILL ALSO BE INTERCEPTED FOR A VID. ALL AIRCRAFT FLYING WITHIN THE NFZ SHOULD CONTINUOUSLY MONITOR GUARD EMERGENCY FREQUENCIES (VHF 121.5 AND/OR UHF 243.0 MHZ). AIRCRAFT EQUIPPED WITH A CIVIL TYPE RADAR TRANSPONDER SHOULD OPERATE IT CONTIUOUSLY WHEN TRANSITING THESE AREAS. UNIDENTIFIED AIRCRAFT AND AIRCRAFT WHOSE INTENTIONS ARE UNCLEAR TO U.S. MILITARY FORCES WILL BE CONTACTED USING THE ENGLISH LANGUAGE ON VHF 121.5 AND/OR UHF 243.0 MHZ. AIRCRAFT RECEIVING ADVISORY CALLS SHOULD ACKNOWLEDGE RECEIPT AND UNDERSTANDING OF THE WARNING ON THE FREQUENCY OVER WHICH THE CALLS WERE RECEIVED AND PROVIDE REQUESTED INFORMATION.

FDC 7/2273 FDC AIRCRAFT EQUIPMENT SUFFIXES.

EFFECTIVE MAY 22 1997 EQUIPMENT SUFFIXES /W AND /Y ARE AMENDED FOR USE IN U.S. DOMESTIC FLIGHT PLANS.

/W INDICATES AIRCRAFT HAS APPROVAL TO OPERATE IN AIRSPACE DESIGNATED FOR REDUCED VERTICAL SEPARATION MINIMA (RVSM).

/Y INDICATES THAT THE AIRCRAFT IS EQUIPPED WITH RNAV BUT NO TRANSPONDER.

PILOTS SHOULD NOTE THAT DOMESTIC DEFINITION OF /W IS NOW ALIGNED WITH ICAO FLIGHT PLAN EQUIPMENT SUFFIX /W. NEXT EDITIONS OF U.S. AIP (AERONAUTICAL INFORMATION PUBLICATION) AND AIM (AIRMAN INFORMATIOM PUBLICATION) WILL BE AMENDED TO REFLECT THESE CHANGES.

FDC 6/6776 FDC BURUNDI ADVISORY

ATTENTION U.S. AIRMEN AND OPERATORS: THE NATIONAL COUNCIL FOR THE DEFENSE OF DEMOCRACY (CNDD), ONE OF THE FACTIONS INVOLVED IN THE ONGOING CIVIL CONFLICT IN BURUNDI, ANNOUNCED THAT ANY AIRCRAFT OPERATING IN BURUNDI AIRSPACE WITHOUT CLEARANCE FROM THE COUNCIL COULD BE SHOT DOWN. ALTHOUGH THERE IS NO INFORMATION INDICATING AN ACTUAL INTENT TO CARRY OUT THIS THREAT, THIS FACTION MAY POSSESS THE WEAPONRY TO DO SO. THE FAA HAS NO INFORMATION ON HOW OPERATORS OBTAIN CLEARANCE FROM THE CNDD. THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR BURUNDI.

FDC 6/4847 FDC FI/T GPS ROUTING AND AT AUTOMATION TESTING.

THE FOLLOWING WAYPOINTS: CLOWW (N424389/W715128), ZAGAR (N420049/W720245), DAYTN (N412900/W705100), AND JEENE (N413945/W713993) ARE DEPICTED IN THE IFR LOW ALTITUDE ENROUTE CHARTS L-28 AND L-25. THE PURPOSE OF THESE FIXES IS TO FACILITATE THE TESTING OF GPS ROUTING AND NEW AIR TRAFFIC AUTOMATION PROCEDURES. THEY ARE DESIGNED TO BE USED BY ADVANCED NAVIGATION CAPABLE AIRCRAFT THAT FILE WITH EQUIPMENT CODES OF E, F, AND G. 7/31/96 (AFS-400)

FDC 6/2900 FDC CROATIA ADVISORY.

THE DEPARTMENT OF DEFENSE HAS ISSUED THE FOLLOWING INSTRUCTION REGARDING THE AIRPORT AT DUBROVNIK, CROATIA (LDDU):

ALL PROCEDURES - INSTRUMENT APPROACH PROCEDURES NOT AUTHORIZED, AIRFIELD VMC ONLY.

CIVIL USERS ARE STRONGLY ENCOURAGED TO COMPLY WITH THIS MILITARY LIMITATION UNTIL SUCH TIME AS THE INSTRUMENT PROCEDURES CAN BE VALIDATED AS BEING IN COMPLIANCE WITH ICAO STANDARDS.5/23/96

FDC 6/2762 FDC FI/T - IRANIAN ADVISORY

IRANIAN CIVIL AVIATION AUTHORITIES HAVE ISSUED NOTAMS DESCRIBING REQUIRED PROCEDURES FOR ENTRY INTO THE TEHRAN FIR.

PRIOR TO FLIGHT, ALL U.S. OPERATORS MUST BE FAMILIAR WITH APPLICABLE PROCEDURES FOR INTERCEPTION OF CIVIL AIRCRAFT AND SHOULD CHECK CURRENT IRANIAN NOTAMS FOR PROCEDURES FOR CONTACTING APPROPRIATE DEFENSE RADAR STATIONS. IF UNABLE TO CONTACT THE DEFENSE RADAR STATIONS AS REQUIRED UNDER IRANIAN PROCEDURES, OPERATORS SHOULD NOTIFY TEHRAN ACC AND REQUEST TEHRAN ACC TO ATTEMPT CONTACT ON THE OPERATORS BEHALF. THE OPERATOR SHOULD ALSO CONTINUE TO ATTEMPT CONTACT WITH THE DEFENSE RADAR STATION DIRECTLY. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD FILE A FLIGHT PLAN WELL IN ADVANCE AND CAREFULLY ADHERE TO THAT FLIGHT PLAN AND/OR ALL AIR TRAFFIC CLEARANCES WHILE IN IRANIAN AIRSPACE.

THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR IRAN ADVISING, IN PART, THAT THE U.S.GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC OR CONSULAR RELATIONS WITH THE ISLAMIC REPUBLIC OF IRAN, AND THAT THE SWISS GOVERNMENT, ACTING THROUGH ITS EMBASSY IN TEHRAN, SERVES AS THE PROTECTING POWER FOR U.S. INTERESTS IN IRAN. ANY U.S. OPERATOR MAKING AN UNANTICIPATED LANDING IN IRAN SHOULD CONTACT THE SWISS EMBASSY IN TEHRAN FOR ANY NEEDED ASSISTANCE AT TELEPHONE 98-21-871-52-23 OR 98-21-871-52-24.

FDC 6/1335 FDC FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS ATTENTION U.S. AIRMEN AND OPERATORS

DUE TO RECENT INCIDENTS INVOLVING CIVIL AIRCRAFT OF U.S. REGISTRY THE FAA RECOMMENDS THAT ANY OPERATORS CONDUCTING FLIGHT IN THE FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS REMAIN VIGILANT FOR OTHER AIR TRAFFIC IN THE AREA AND STRICTLY ABIDE BY THE INTERNATIONAL AND FAA FEDERAL AVIATION REGULATIONS.

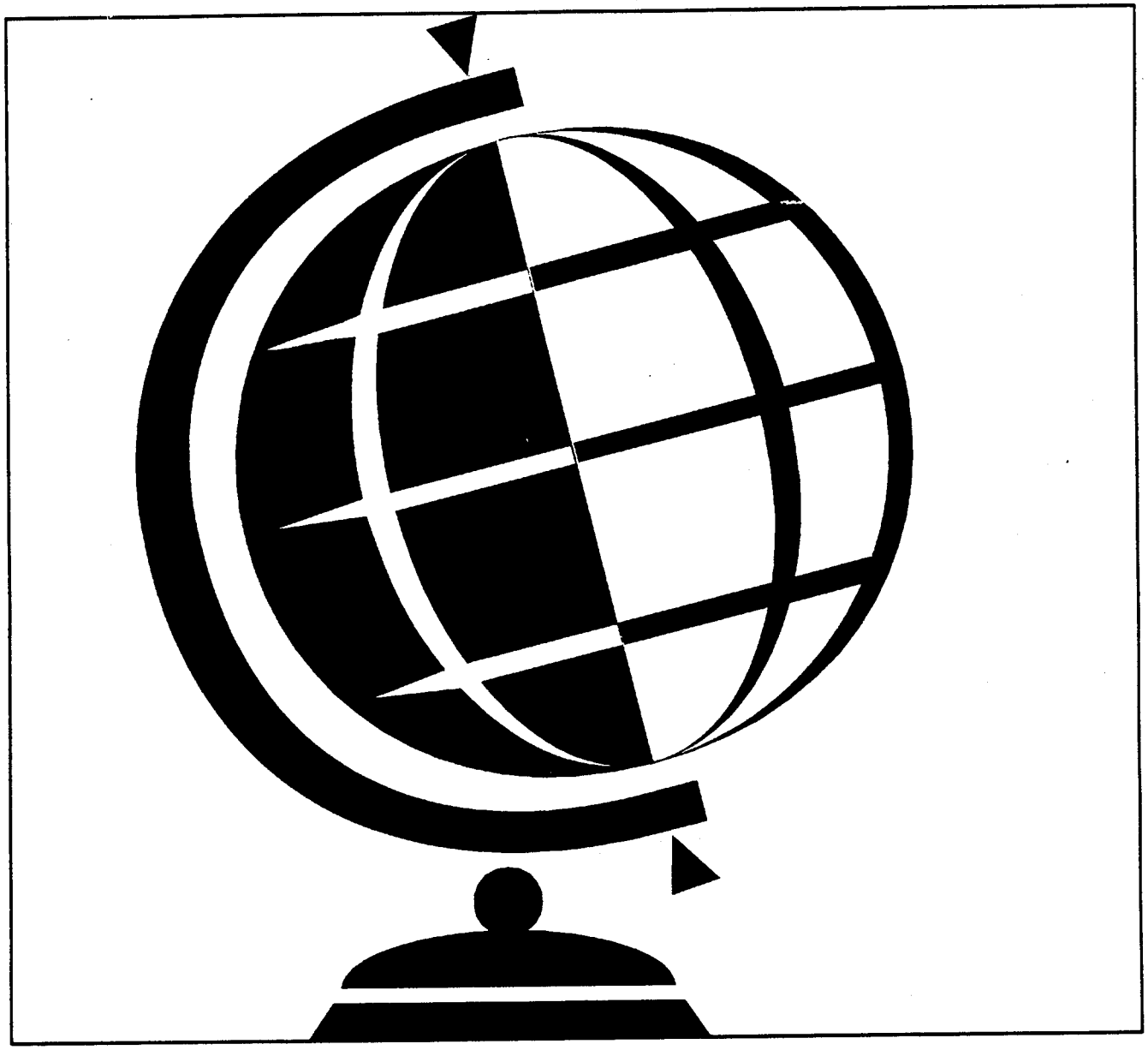
THE ADMINISTRATOR HAS ISSUED A CEASE AND DESIST ORDER AND NOTICE OF ENFORCEMENT POLICY EFFECTIVE FEBRUARY 29,1996.

ANY PERSON HOLDING A U.S. AIRMAN CERTIFICATE AND/OR OPERATING U.S. REGISTERED CIVIL AIRCRAFT SHALL COMPLY WITH FEDERAL AVIATION REGULATIONS PROHIBITING UNAUTHORIZED OPERATION WITHIN CUBAN TERRITORAIL AIRSPACE. UNAUTHORIZED ENTRY INTO THIS AIRSPACE WILL SUBJECT THE INDIVIDUAL TO ENFORCEMENT ACTION TO THE MAXIMUM EXTENT PERMITTED BY LAW, INCLUDING: REVOCATION OF PILOT CERTIFICATE, MAXIMUM CIVIL PENALTIES, SEIZURE OF AIRCRAFT, AND JUDICIAL REMEDIES. FURTHER, ANY PERSON ATTEMPTING TO OPERATE AN AIRCRAFT AFTER REVOCATION OR WITHOUT A VALID CERTIFICATE IS SUBJECT TO CRIMINAL PENALTIES OF UP TO 3 YEARS IN PRISON AND/OR FINES.

Part 2.

REVISIONS TO MINIMUM ENROUTE

IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 - *Revisions to Minimum En Route IFR Altitudes and Changeover Points* will no longer be published as a separate document. This information will be included in the *Notices to Airmen Publication* (NTAP) as Part 2. From December 8, 1994 until February 2, 1995, the information will be concurrently published in both documents. The bi-annual consolidation will continue as currently published.

We have ensured that all current subscribers of the Part 95 Amendment will automatically receive the NTAP. Anyone encountering distribution problems should contact ATX-400 at (202) 267-5652.

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS

AMENDMENT 413 EFFECTIVE DATE, JANUARY 28, 1999

FROM	TO	MEA

§95.1001 DIRECT ROUTES-U.S.

PUERTO RICO ROUTES

A300 IS AMENDED TO READ IN PART

DORADO, PR NDB	RAYAS, OA FIX	6000
RAYAS, OA FIX	KIKER, OA FIX	#6000

#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

A516

MILOK, OA FIX	RAYAS, OA FIX	#9000

#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.
#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

RAYAS, OA FIX	ANNER, OA FIX	#9000

#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.
#NAVIGATION EQUIPMENT OTHETHAN LF OR VHF REQUIRED.

ANNER, OA FIX	PORQE, PR	#9000

#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.
#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

*PORQE, VI FIX	**DANDE, VI FIX	6000
*8000 - MRA		
**3500 - MRA		
*DANDE, VI FIX	SAINT MAARTEN, NA VOR/DME	2500
*3500 - MRA		

A555

ST CROIX, VI VOR/DME	*PORQE, VI FIX	6000
*8000 - MRA		
*PORQE, VI FIX	ILURI, OA FIX	#12000
*8000 - MRA		

#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.
#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

G449

DORADO, PR NDB	HENLI, PR FIX	#6000

#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

HENLI, PR FIX	ANNER, OA FIX	#6000

#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

ANNER, OA FIX	ANADA, OA FIX	#6000

#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.

FROM	TO	MEA

§95.1001 DIRECT ROUTES-U.S.—Continued

G633

ST CROIX, VI VOR/DME	TANZY, VI FIX	2400
TANZY, VI FIX	*DANDE, VI FIX	3100
*3500 - MRA		
*DANDE, VI FIX	GABAR, VI FIX	3500
*3500 - MRA		
GABAR, VI FIX	GOLDEN ROCK, VI NDB	6000
GOLDEN ROCK, VI NDB	COOLIDGE, BI VOR/DME	6000

ROUTE 1 IS AMENDED TO DELETE

ARECA, PR FIX	MAYAGUEZ, PR VOR/DME	2700

ROUTE 2 IS AMENDED BY ADDING

FAJAR, PR FIX	TOURO, PR FIX	2000
TOURO, PR FIX	MALIE, VI FIX	2000

ROUTE 3 IS AMENDED TO READ IN PART

SAN JUAN, PR VORTAC	*JAAWS, PR FIX	3000
*7000 - MRA		
*JAAWS, PR FIX	UTAHS, PR FIX	12000
*7000 - MRA		

ROUTE 4

BORINQUEN, PR VORTAC	JOSHE, PR FIX	6000
JOSHE, PR FIX	MIGHT, PR FIX	6000
MIGHT, PR FIX	TUUNA, PR FIX	6000
TUUNA, PR FIX	VEDAS, PR FIX	5000
VEDAS, PR FIX	SNOOZ, VI FIX	4000

ROUTE 6

PALCO, VI FIX	CHAKA, PR FIX	3000
BEANO, PR FIX	*ROBLE, PR FIX	6000
*6000 - MRA		
ROBLE, PR FIX	*IDAHO, PR FIX	15000
*15000 - MRA		

ROUTE 7

GESSO, PR FIX	TUUNA, PR FIX	9000
TUUNA, PR FIX	SANLO, PR FIX	4000
SANLO, PR FIX	SAN JUAN, PR VORTAC	4000
SAN JUAN, PR VORTAC	SAALR, PR FIX	3000
SAALR, PR FIX	PLING, PR FIX	12000

ROUTE 8 IS AMENDED TO DELETE

ARECA, PR FIX	*PONCE, PR VOR/DME	16000
*13000 - MCA PONCE VOR/DME, W BND		

FROM	TO	MEA

§95.1001 DIRECT ROUTES-U.S.—Continued

ROUTE 9 IS AMENDED TO READ IN PART

*DAKES, PR FIX	PONCE, PR VOR/DME	6000
*9000 - MRA		
*CARIB, PR FIX	VERMO, PR FIX	12000
*2500 - MRA		

ROUTE 10 IS AMENDED BY ADDING

PONCE, PR VOR/DME	JOSHE, PR FIX	6000
JOSHE, PR FIX	VARNA, PR FIX	6000
VARNA, PR FIX	SAN JUAN, PR VORTAC	3700

IS AMENDED TO READ IN PART

ALASK, PR FIX	PONCE, PR VOR/DME	6000

ROUTE 11 IS AMENDED TO DELETE

PONCE, PR VOR/DME	SENDS, PR FIX	5000
SENDS, PR FIX	*VARNA, PR FIX	**5000
*5000 - MCA VARNA FIX, SW BND		
**4300 - MOCA		
VARNA, PR FIX	SAN JUAN, PR VORTAC	3700

ATLANTIC ROUTES

R507 IS AMENDED TO READ IN PART

UTAHS, PR FIX	*CONCH, OA FIX	24000
*24000 - MRA		
CONCH, OA FIX	SAPPO, OA FIX	#24000
#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.		
SAPPO, OA FIX	GRAND TURK, BI NDB	#10000
#NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED.		

R888

*MODUX, VI FIX	ST CROIX, VI VOR/DME	14000
*4000 - MRA		

§95.6003 VOR FEDERAL AIRWAY 3

IS AMENDED TO READ IN PART

HARVY, VA FIX	*NUTTS, VA FIX	6000
*9000 - MRA		
NUTTS, VA FIX	FLAT ROCK, VA VORTAC	6000

§95.6014 VOR FEDERAL AIRWAY 14

IS AMENDED TO READ IN PART

FROM	TO	MEA

§95.6014 VOR FEDERAL AIRWAY 14—Continued

DUNKIRK, NY VORTAC	BUFFALO, NY VOR/DME	3000

§95.6038 VOR FEDERAL AIRWAY 38

IS AMENDED TO READ IN PART

CEROL, VA FIX	*MITER, VA FIX	**6000
*6000 - MRA		
**5100 - MOCA		
MITER, VA FIX	GORDONSVILLE, VA VORTAC	*6000
*3400 - MOCA		

§95.6072 VOR FEDERAL AIRWAY 72

IS AMENDED TO READ IN PART

TIDIOUTE, PA VORTAC	BRADFORD, PA VOR/DME	*4000
*3500 - MOCA		
EXALL, PA FIX	ELMIRA, NY VOR/DME	*4000
*3500 - MOCA		
OXFOR, NY FIX	ROCKDALE, NY VOR/DME	4000
ROCKDALE, NY VOR/DME	ALBANY, NY VORTAC	4000
ALBANY, NY VORTAC	CAMBRIDGE, NY VOR/DME	#*4000
*3000 - MOCA		
#ALB R-067 UNUSABLE. USE CAM R-248.		

§95.6084 VOR FEDERAL AIRWAY 84

IS AMENDED TO READ IN PART

U.S. CANADIAN BORDER	BUFFALO, NY VOR/DME	6000

§95.6119 VOR FEDERAL AIRWAY 119

IS AMENDED TO READ IN PART

BURST, NY FIX	GENESEO, NY VOR/DME	3600

§95.6145 VOR FEDERAL AIRWAY 145

IS AMENDED TO READ IN PART

UTICA, NY VORTAC	WEEPY, NY FIX	*3400
*2800 - MOCA		
WATERTOWN, NY VORTAC	U.S. CANADIAN BORDER	*3000
*1600 - MOCA		

§95.6203 VOR FEDERAL AIRWAY 203

IS AMENDED TO READ IN PART

SARANAC LAKE, NY VOR/DME	MASSENA, NY VORTAC	*5000
*4400 - MOCA		

FROM	TO	MEA

§95.6241 VOR FEDERAL AIRWAY 241

IS AMENDED TO READ IN PART

WIREGRASS, AL VORTAC *2500 - MRA	*ABIDE, AL FIX	2000
ABIDE, AL FIX	EUFAULA, AL VORTAC	2000

§95.6243 VOR FEDERAL AIRWAY 243

IS AMENDED TO READ IN PART

RENRO, KY FIX *2100 - MOCA	HUNTINGBURG, IN VOR/DME	*4500

FROM	TO	MEA

§95.6541 VOR FEDERAL AIRWAY 541

IS AMENDED TO READ IN PART

GADSDEN, AL VOR/DME *2800 - MOCA	HOBBI, AL FIX	*3600

FROM	TO	MEA	MAA

§95.7042 JET ROUTE NO. 42

IS AMENDED TO READ IN PART

NASHVILLE, TN VORTAC	FOUNT, KY FIX	18000	45000
FOUNT, KY FIX	TONIO, KY FIX	20000	35000
TONIO, KY FIX	BECKLEY, WV VORTAC	18000	35000

§95.7146 JET ROUTE NO. 146

IS AMENDED TO READ IN PART

ALLENTOWN, PA VORTAC	KENNEDY, NY VOR/DME	#18000	45000

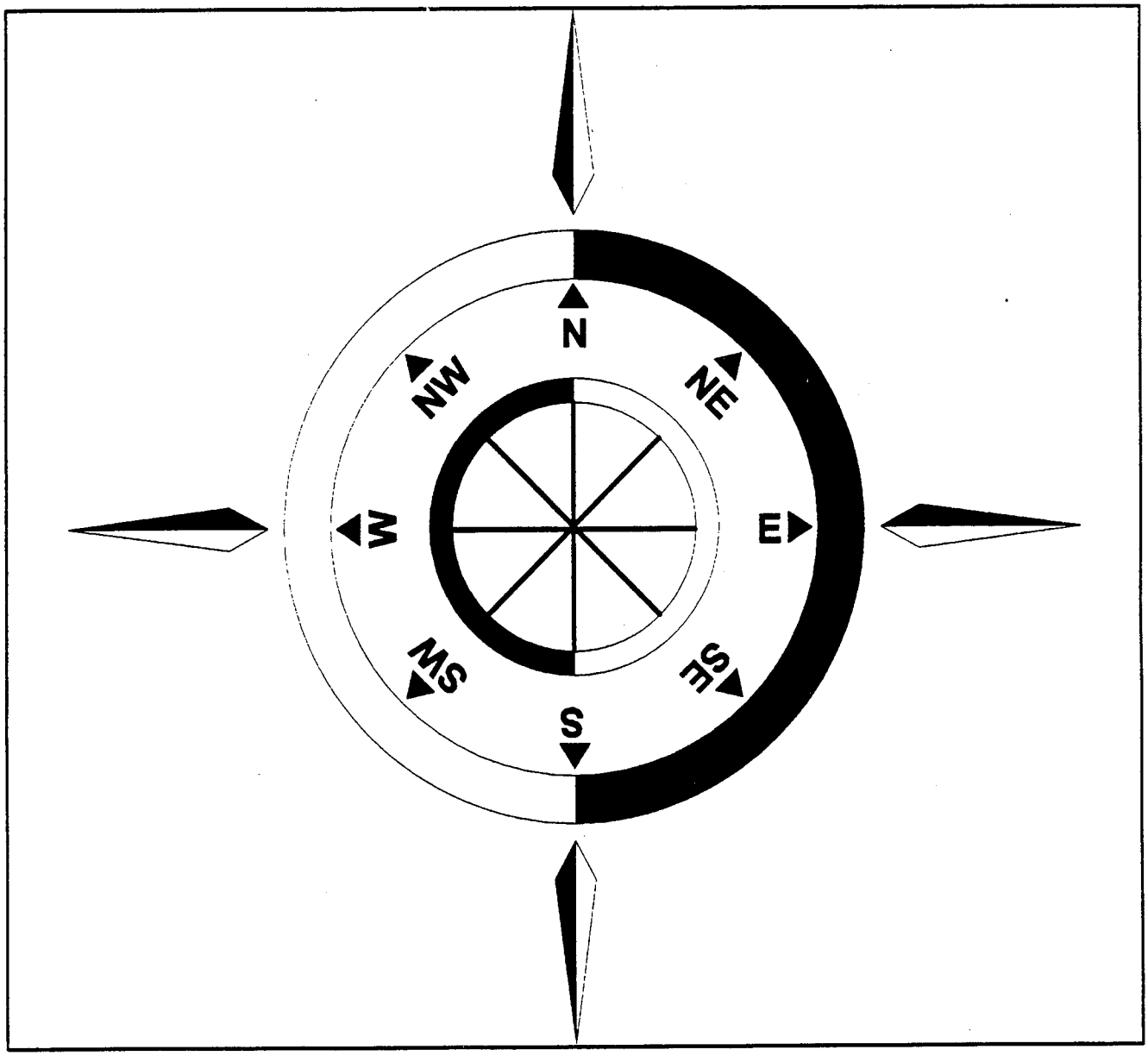
#FJC R-104 UNUSABLE. USE JFK R-287.

§95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS

AIRWAY SEGMENT		CHANGEOVER POINTS	
FROM	TO	DISTANCE	FROM
V-203			
IS AMENDED BY ADDING			
SARANAC LAKE, NY VOR/DME	MASSENA, NY VORTAC	11	SARANAC LAKE

Part 3.

INTERNATIONAL NOTICES TO AIRMEN



GENERAL

This section features significant international notices to airmen (NOTAM) information and special notices. These may affect a pilot's decision to enter or use areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual (IFIM) which is available upon separate subscription.

Pilots should review the foreign airspace and entry restrictions published in the IFIM during the flight planning process. Foreign airspace penetration without official authorization can involve extreme danger to the aircraft and the imposition of severe penalties and inconvenience on both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained in the International Notices to Airmen section is derived from international notices and other official sources. International notices are of two types: Class One International Notices are those NOTAMs issued via telecommunications. They are made available to the U.S. flying public by the International NOTAM Office (Washington, DC) through the local Flight Service Station (FSS). Class Two International Notices are NOTAMs issued via postal services and are not readily available to the U.S. flying public. The International Notices to Airmen draws from both these sources and also includes information about temporary hazardous conditions which are not otherwise readily available to the flyer. Before any international flight, always update the International Notices to Airmen with a review of Class One International Notices available at your closest FSS.

Foreign notices carried in this publication are carried as issued to the maximum extent possible. Most abbreviations used in this publication are listed in ICAO Document DOC 8400. Wherever possible, the source of the information is included at the end of an entry. This allows the user to confirm the currency of the information with the originator. (See the IFIM for foreign NOTAM areas of responsibility and for a listing of foreign NOTAM offices which exchange information with the U.S. International NOTAM Office.)

International Information Source Code Table

code	*Information Source*
I or II (followed by the NOTAM number)	Class One or Class Two NOTAMs
AIP	Aeronautical Information Publication (followed by the AIP change number)
AIC	Aeronautical Information Circular (followed by the AIC number)
DOS	Department of State advisories
FAA	Federal Aviation Administration.

The International Notices to Airmen section gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on the domestic NOTAM circuit or published in other official sources available to the user.

Each issue of this section is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

This section includes data issued by foreign governments. The publication of this data in no way constitutes legal recognition of the validity of the data. This publication does not presume to tabulate all NOTAM data, although every effort is made to publish all pertinent data. The Federal Aviation Administration does not assume liability for failure to publish, or the accuracy of, any particular item.

FOREIGN NOTICES

ANGOLA

Special Notice

Potentially hostile situation. Angolan Air Force has stated its intent to intercept unauthorized flights within Angola. Pilots must assume that there is an increased risk to aircraft operating in or passing over Angola. The possibility of hostile action is not to be discounted. Further, the U.S. Department of State has issued a travel warning for the area.

CARIBBEAN

Special Notice:

See Special Notice under Caribbean in the International Oceanic Airspace Notices.

COMMUNICATION PROCEDURES FOR AIRCRAFT OPERATIONS WITHIN THE NASSAU AND GRAND BAHAMA TERMINAL CONTROL AREAS (TMAS')

Effective immediately, all aircraft operating or about to operate (IFR, VFR, including military unless specifically exempted, etc.) within the NASSAU and GRAND BAHAMA TMAS' and within a 50 nautical mile radius of Nassau and Freeport Int'l airports SHALL report as a minimum; to the respective Approach Control Unit as follows

a. their identification

b. aircraft type

c. position

d. direction of flight and

e. cruising level.

These reports shall enable the respective approach control unit to provide a more effective advisory service to possible conflicting flights, controlled and uncontrolled within the TMAS'.

Pilots shall contact the appropriate approach control unit as follows:

a. "NASSAU APPROACH" on frequency 121.0 MHz.

b. "FREEPORT APPROACH" on frequency 126.5 MHz. (Bahamas AIC 2/94)

CHAD

The airspace defined below is classed as a prohibited zone from ground level to unlimited.

To the West, North and East: The Chad frontier between 10-48'N 15-05'E and 13-43N 22-07'E. To the South: Arc of an 80 NM circle, centered on VOR "FL", between 10-48'N 15-05'E and 12-37'N 16-16'E; then via a straight line joining 12-37'N 16-16'E and 13-43'N 22-07'E.

For aircraft travelling to N'Djamena, entry to the prohibited zone is subject to prior authorization from the N'Djamena control authorities on frequencies 119.7 mHz or 118.1 mHz.

Any non-identified aircraft penetrating within a radius of 30NM around N'Djamena, Abeche position 13-51'N 20-51'E Moussoro 13-39'N 16-30'E and 10NM around Faya-Largeau position 17-55'N 19-07'E shall be intercepted and forced to land.

It is strongly advised that crews of aircraft flying within a sector less than 80 NM to the North, if equipped with SSR transponder, should display code A2000. (AIC 20/87)

CHINA

In the interest of flight safety, all international flights entering China territory shall transmit flight plan messages to the relevant ATC services prior to departure and departure messages after take-offs in accordance with the relevant provisions of China (see International Flight Information Manual). Otherwise, China will not undertake any responsibility for all consequences arising therefrom. (A23/88)

COLOMBIA

BOGOTA Restrictions in operations

From August 30, 1993, due to the increased operations and congestion at Eldorado International Airport, and repair of the parallel runway and access roads, the civil aviation authority effected the following controls:

a. There will be landing departing restrictions in the main runway at Eldorado Airport, and it should not be considered as an alternate airport for the following cases and hours:

1. Aircraft type and use p-w-e-i between 1130-1530 and 2100-2330 UTC.

2. Aircraft operated by aerotaxi companies between 1230-1430 and 2130-2330 UTC.

3. International flights of private aircrafts with foreign licenses between 1230-1430 and 2130-2330 UTC.

Instructional flights as well as training flights for all types of aircraft at Eldorado International Airport are prohibited.

b. the following exceptions apply to the above restrictions, with the previous coordination and/or approval by ATS authority:

c. Aircraft in a declared emergency

d. A verified ambulance flight.

e. VIP flights duly verified, as stated in the AIC Nr 01 of July 3, 1990.

f. Operations that can be undertaken on the parallel runway STOL, in accordance with existing Civil Aviation Provisions.(AIA-120 2/94)

NEW INTERCEPTION PROCEDURES

A measure to prohibit the deliberate use of civilian aircraft for any purpose that is incompatible with civil aviation objectives has been adopted by the Government of Colombia.

Two restricted areas have been established, one on the north at Cuajira, and on the south near the Ecuador/Peru border, where the new policy will be strictly enforced. Columbia NOTAMS regarding the new policy and restricted areas need to be continually reviewed. The Colombia Aeronautical Information Publication (AIP) Page 76 7 list eleven (11) situations where aircraft may be destroyed if they are in violation.

The following is a translation of those situations:

a. aircraft that do not follow procedures in the case of interception IAW ICAO procedures.

b. aircraft that land in a different location than ordered by the intercepting aircraft and does not have an authorized flight plan.

c. aircraft that land on a clandestine runway within or outside a restricted or prohibited area after the hours of sunset;

d. foreign aircraft without an authorized flight plan;

e. intercepted aircraft that threatens or attacks the interceptor;

f. intercepted aircraft that ejects strange objects;

g. intercepted aircraft that attempts to elude the interceptor or that executes evasive maneuvers.

h. aircraft that intends to take off without authorization after being captured;

i. unidentified aircraft that overfly a military installation;

j. landed aircraft on a clandestine runway in the process of loading, unloading, refueling, or conducting other suspicious activity

k. aircraft conducting night operations from unauthorized runways or without a flight plan.

The measure is aimed at defending and preserving national sovereignty and preventing overflight by aircraft that do not have proper flight plan to overfly Colombian airspace. The government of Colombia considers this to be an appropriate measure in view of the constant violations of national sovereignty by aircraft involved in drug trafficking.

All aircraft not in conformity with international regulations and existing guidelines are subject to interception by military aircraft, when said aircraft are not in compliance with civil aviation rules.

Air defense aircraft will maintain full compliance with regulations and procedures approved by the International Civil Aviation Organization (ICAO) on the interception of civilian aircraft. All aircraft operators should be familiar with these internationally approved intercept procedures and the disabling action or consequences for not adhering.

While Colombia has indicated that aircraft of regular commercial airlines that transport passengers shall not be subject to this action under any circumstances, it is imperative that all aircrews comply with international and local regulations governing flights over Colombian airspace

ECUADOR

All public and private foreign aircraft wishing to overfly-or land in Ecuador should submit such request within a minimum of 48 hours or a maximum of 15 days to Director General of Civil Aviation (DGAC). Pre-paid response on mail is required if AFTN is not used. Commercial aircraft overflying must indicate business address for effective billing by DGCA. Unauthorized aircraft will be intercepted. (RWA 054)

ETHIOPIA

Because of problems with 129.5 all aircraft operating north of 12 degrees North latitude within ADDIS ABABA FIR should contact Asmara Approach on 120.7 or, if unable VHF, on HF11300KHZ during the day or 5658KHZ at night. (NOTAM Class 2 9/88)

IRAQ

Special Federal Aviation Regulation No. 61-2 Prohibition Against Certain Flights Between the United States and Iraq.

1. Applicability. This Special Federal Aviation Regulation (SFAR No. 61-2 applies to all aircraft operations originating from landing in, or overflying the territory of the United States.

2. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 61-2

(a) No person shall operate an aircraft on a flight to any point in Iraq, or to any intermediate point on a flight where the ultimate destination is any point in Iraq or that includes a landing at any point in Iraq in its intended itinerary, from any point in the United States;

(b) No person shall operate an aircraft on a flight to any point in the United States from any point in Iraq, or from any intermediate point on a flight where the origin is in Iraq, or from any point on a flight which includes a departure from any point in Iraq in its intended itinerary; or

(c) No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Iraq.

3. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Iraq described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee established by UN Security Council Resolution 661(1990), and in accordance with UN Security,v Council Resolution 666 (1990).

4. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for u.s. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations or the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

5. Duration. This SFAR No. 61-2 shall remain in effect until further notice.

Special Federal Aviation Regulation No. 77 - Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.

1. Applicability. This rule applies to the following persons:

(a) All U.S. air carriers and commercial operators;

(b) All persons exercising the privileges of an airman certificate issued by the FAA except such persons operating U.S.-registered aircraft for a foreign air carrier; or

(c) All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

2. Flight prohibition. Except as provided in paragraphs 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight operations over or within the territory and airspace of Iraq.

3. Permitted operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations over or within the territory and airspace of Iraq where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government.

4. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 119, 121, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

5. Expiration. This Special Federal Aviation Regulation will remain in effect until further notice. **(AIA-120) (1/7/99)**

North Korea

Special Federal Aviation Regulation (SFAR) No. 79 Prohibition against certain flights within the Flight Information Region of the Democratic People's Republic of Korea

1. Applicability. This rule applies to the following persons:

(a) All U.S. air carriers or commercial operators.

(b) All persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-registered aircraft for a foreign air carrier.

(c) All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

2. Flight Prohibition. Except as provided in paragraphs 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight through the Pyongyang FIR west of 132 degrees east longitude.

3. Permitted Operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the Pyongyang FIR west of 132 degrees east longitude where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with FAA approval.

4. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 121, 125, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

5. Expiration. This Special Federal Aviation Regulation No. 79 will remain in effect until further notice.

(AIA-100) 1/7/99

LIBYA

Special Federal Aviation Regulation No. 65-1 Prohibition Against Certain Flights Between the United States and Libya

1. Applicability. This Special Federal Aviation Regulation (SFAR) No. 65-1 applies to all aircraft operations originating from, landing in, or overflying the territory of the United States.

2. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 65-1:

(a) No person shall operate an aircraft on a flight to any point in Libya, or to any intermediate point on a flight where the ultimate destination is any point in Libya or that includes a landing at any point in Libya in its intended itinerary, from any point in the United States;

(b) No person shall operate an aircraft on a flight to any point in the United States from any point in Libya, or from any intermediate point on a flight where the origin is in Libya, or from any point on a flight which included a departure from any point in Libya in its intended itinerary; or

(c) No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Libya.

3. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Libya described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the Untied States Government in consultation with the committee established by UN Security Council Resolution 748 (1992), as affirmed by UN Security Council Resolution 883 (1993).

4. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

5. Duration. This SFAR No. 65-1 shall remain in effect until further notice. **(AIA-100) (1/7/99)**

MALAWI

Pilots flying foreign registered aircraft in Malawi will be required to present their licenses at the Air Traffic Services Reporting Office on arrival at the airport of entry. They will also be required to do so when filing a flight plan for any destination. The officer checking the license will have to be satisfied that the pilot license holder is properly licensed for the type of aircraft. He will check the nationalities of both aircraft and license before permitting the aircraft to depart. (AIC A2/88)

MEXICO

Non-scheduled commercial, private, and official aircraft that operate in the Benito Juarez (Mexico City) International Airport will be subject to the following rules:

a. IFR departures and arrivals of single-engine piston aircraft are permitted only from 1600-2300 UTC.

b. IFR operations from or towards non-controlled airports within a 100 NM radius of the Mexico City Airport are permitted only from 1600-2200 UTC.

c. VFR flight plan operations by turbojet aircraft are prohibited.

d. Local flights are prohibited.

e. Flight plans should be filed with the SENEAM flight dispatch office not more than two (2) hours or less than thirty (30) minutes before the ETD. Notify the SENEAM flight dispatch office of any ETD variation greater than thirty (30) minutes.

f. Pilots should contact ground control fifteen (15) minutes before their ETD to receive a sequence number and engine starting time. Call clearance delivery ten (10) minutes prior to ETD for IFR clearance.

g. Pilots who do not call ground control before their ETD or who are not ready at the engine starting time indicated by ATC will lose their assigned sequence number and will be assigned a new number.

h. Transponders shall be operated as indicated in AIC 3/86.

i. Flights departing IFR during peak hours will be handled as follows: From 1300-1400 UTC the SENEAM dispatch service will only accept flight plans filed for compatible turbojet and/or turboprop aircraft with a cruising speed of 250 knots or greater. SENEAM will adjust proposed departure times to provide at least four (4) minutes between proposals or ETDs.

Special Notice: Special Landing Fees.

The government of Mexico has significantly reduced its fees for single and twin-engine piston aircraft operating in Mexico. As of January 1, 1994, a simple fee of 35 new pesos (approximately $12 U.S. dollars) applies to each landing of a single-engine piston aircraft and a simple fee of 52 new pesos (approximately $17 U.S. dollars) applies to each twin-engine piston aircraft landing. Caution: This fee information for Mexico is subject to change without notice. It is suggested that flight planners concerned with fee levels should contact Mexican civil aviation authorities directly to verify current fee schedules.

PANAMA

Special Notice:

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama

Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09-00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09-00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S. military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200-1200 UTC), 6683 kHz (0000-1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200-0200 UTC), 18019 kHz (1400-2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 mHz, alternates 120.3 or 317.7 mHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary (FAA)

PORTUGAL/AZORES

LAJES AIRPORT

Due to high terrain to the west, all turns and traffic circuits are made to the east; visual traffic circuit should not be flown less than three miles from island. All civilian aircraft authorized to land at this aerodrome will be handled by SATA Airlines and parked on civilian apron. Runway may not be visible during portions of down wind leg on circling approach. Caution - bird hazard exists on approach end of Rwy 10. Cattle may be grazing in the vicinity of Rwy 15/33.

PERSIAN GULF and RED SEA

"While a ceasefire is now in effect, United Nations Security Council Resolution 687 (1991) maintains the maritime interception operations with respect to Iraq. Hostilities in the airspace over Iraq, Kuwait, the Arabian Peninsula and adjacent waters have now terminated, and the danger to civil aircraft operating in the area has lessened accordingly. Under terms of the ceasefire, coalition military units will continue to operate in the region. All aircraft operators are reminded to fully and strictly comply with all notams concerning aircraft identification procedures in use by these coalition forces. United States forces will continue to use the same procedures for identifying civil aircraft as published in previous notams. These procedures and the areas in which they apply are repeated for your information as follows:

a. Coalition military forces are operating north of 20 degrees north latitude in the area of the Arabian Sea, Gulf of Oman, Strait of Hormuz, and the Persian Gulf. Coalition forces are further operating north of 22 degrees north latitude in the area of the Red Sea. The timely and accurate identification of aircraft in these areas is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. has stated that its military forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or helicopter) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering these areas should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 and/or UHF 243.0 mHz). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these area.

b. Inidentified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and/or UHF 243.0 mHz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include: heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

c. In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance; comply with recommended heading and or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance.

d. Aircraft transiting the areas mentioned above may minimize their exposure to the advisory procedure by maintaining an altitude above FL250, by avoiding off-airways routing, by executing all climbs and descents within national airspace and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

e. Illumination of a U.S. military forces with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action."

NOTE-

This information is being provided to warn that measures in self defense are being exercised by United States forces, regional, and allied forces. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.

TURKS AND CAICOS ISLANDS

The Turks and Caicos Islands shall be bounded by a terminal control area beginning at (22 34N 071 58W) clockwise direct (21 56N 071 10W) direct (21 22N 070 26W) direct (21 10N 070 40W) direct (20 57N 070 58W) direct (21 04N 071 23W) direct (21 48N 072 48W) direct point of beginning, from 1500 MSL up to and including FL060.

Control Zones are situated at Providenciales (21 48N 072 18W) 10 NMR surface to 2500 AGL, Grand Turk (21 26N 071 08W) 10NMR surface to 2500 AGL, and South Caicos (21 31N 071 32W) 10NMR surface to 2500 AGL.

Transition level shall be FL060. Transition altitude 5000 feet MSL.

Aerodrome control service is provided at Providenciales 119.9 mHz, at South Caicos 118.9 mHz, and at Grand Turk 126.0 mHz.

Approach control service within the terminal control area is provided by Grand Turk Approach Control Office 126.0 mHz.

Hours of operation of Terminal Control Area and associated Control Zones on limited basis. Voice advisory systems due to training and controller availability. Airspace below 2500 MSL will automatically revert to uncontrolled airspace during hours Grand Turk Approach Control is not in operation. (051900KMIAYF)

Commonwealth of Independent States (CIS).

Special Notice: Provideniya Bay Airport, CIS.

In accordance with Federal Aviation Administration (FAA) Order 8260.31B, The Alaska Region is modifying the arrival and departure minimums for Provideniya Bay Airport, CIS.

PROVIDENIYA BAY PAR+2 NDB RWY 01 VISUAL RWY 19:

APPROACH VISIBILITY MINIMUMS ARE 9 KM (9000 METERS) IFR OR VFR.

DEPARTURE MINIMUMS IFR OR VFR:

RWY 01 CEILING 750 METERS, VISIBILITY 5 KM (5000 METERS)

RWY 19 CEILING 300 METERS, VISIBILITY 1.5 KM (1500 METERS)

NOTE-
NDB MINIMUMS APPLY WHEN USING PAR (VIS 9 KM/9000 METERS)

(FAA/AAL-200, 4/91)

Proposed Modification to Notification to Users

The International Civil Aviation Organization (ICAO) has established standards which will go into effect January 1, 1998 affecting requirements for aircraft ILS/VOR receivers and VHF communications systems. These standards call for these aircraft navigational and communications systems to meet new requirements for immunity from interference from FM broadcast signals. The new requirements address the potential for increased FM interference with these avionics systems beginning in 1998. The details of these standards are outlined in ICAO Annex 10, Volume I, Paragraphs 3.1.4 and 3.3.8, and Annex 10, Volume III, Paragraph 2.3.3.

Due to measures taken by the FAA and the FCC, the enhanced avionics equipage called for by the subject standards will not be required or necessary in the United States. Accordingly, the U.S. has notified ICAO of its intention not to implement these standards in U.S. controlled airspace. However, all operators are reminded of their responsibility to comply with the applicable regulations in force in the foreign airspace in which they operate, including any regulations requiring upgraded navigational and communications equipage compliant with the subject standards.

(FAA/AIA-100, 7/28/97)

DEPARTMENT OF STATE (DOS) ADVISORIES

ADRIATIC SEA

United States military forces are operating in the Adriatic Sea. In view of the present state of increasing tensions in the Adriatic Sea, the timely and accurate identification of aircraft in this area is essential to preclude the inadvertent of use military force against civilian aircraft. The U.S. forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or rotary-wing) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering the airspace over the Adriatic Sea north of forty (40) degrees north latitude should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 KHZ and UHF 243.0 MHZ). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these areas.

Unidentified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and UHF 243.0 and requested to identify themselves and to state their intentions. Such contacts may originate from military surface or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include; heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance, comply with recommended heading and/or altitude changes provided by U.S. military forces, and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmissions or respond to or comply with advice given may place the aircraft at risk.

Aircraft transiting the areas mentioned above may minimize the exposure to the advisory procedure by maintaining an altitude above FL250; avoiding off-airway routing; executing all climbs and descents within national airspace; and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

Illumination of a U.S. military unit with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action.

This information is being provided solely to preclude the potential for any misinterpretation or misunderstanding which could result in an unfortunate accident; it does not affect the freedom of navigation of any individual or state.(FAA AIA-100 8/92)

ARMENIA

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azervbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although there exist no known direct threat to international air operations, it is recommended that non-essential flights into these areas of conflict should be avoided. (DOS 11/93)

AZERBAIJAN

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although there exist no known direct threat to international air operations, it is recommended that non-essential flights into the areas of conflict should be avoided. (DOS 11/93)

WESTERN SAHARA/CANARY ISLANDS

With immediate effect and until further notice, because of incidents in the Western Sahara Region on January 21 and February 21, 1985, and December 8, 1988 resulting in aircraft downings which were most likely caused by surface to air missile firings, it is strongly recommended that flights by U.S. operators maintain a minimum altitude of 20,000 feet over the land mass of the Western Sahara. For flights operating to or from Dakhla (ex Villa Cisneros) - (20-54N 17-04W), recommend all descents be made from seaward and climbs seaward until passing 20,000 feet. (DOS 086863 3/85; revised 12/88)

CHAD

With immediate effect and until further notice, all aircraft are forbidden flight in certain Chadian skies so as to avoid military interception or worse. The affected airspace is described as that north of the line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

The ordinance delimits the affected airspace as follows:

a. To the western, northern, and eastern frontier of Chad between coordinates (10-48N 015-05E) and (13-43N 022-07E).

b. To the south an 80 NM arc centered on (FL) VOR delimited by the coordinates (10-48N 015-05E) and (12-37N 016-16E).

c. Straight line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

Aircraft approaching Ndjamena through the restricted airspace must obtain advance clearance by contacting authorities in Ndjamena on either of the following frequencies: 119.7 mHz or 118.1 mHz. (DOS 1196 3/86)

COLOMBIA

The government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the state of Guajira, and all territorial waters north of these areas (12 NM from the coastline). The zone extends to an altitude of 7,000 feet, except over the mountains, where it extends to 20,000 feet. Pilots forced to enter this region should notify Colombian Civil Aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. It is mandatory that any pilot transiting this area have permission and flight plan on file at least 24 hours in advance of entering Colombian airspace. (DOS 5/83)

GREECE

Aegean Sea

The Greek government has modified the G-18 trans-Aegean route. A dual routing has been established for North/South traffic over the Aegean. The new route which is a direct route from Fiska (Yugoslav border) to Mesta (Chios Island) has been given the G-18 designation. The old G-18 route via Limnos has been redesignated as J-60. This route will still be the primary air traffic corridor on Saturdays and Sundays and during daylight hours on weekdays. The new route will only be utilized at night during weekdays (Monday thru Friday, 2000 until 0400 UTC). (DOS 5/86)

SOMALIA

Intermittent small arms fire by various Somali factions has been reported in the vicinity of airports located at Mogadishu, Baledogle, Kisimayu, Baidoa, Bardera, Oddur and other Somalia landing zones. Pilots planning operations into Somalia are urged to contact appropriate air traffic control authorities on published frequencies well in advance of arrival to any Somali airport to request current airfield conditions and flight conditions, thereby allowing for potential diversion to a safe location in the event that small arms hostilities are occurring at intended destination. Because the situation in Somalia is subject to rapid change, pilots are urged to continuously exercise extreme caution throughout Somalia in view of reported hostilities.

SUDAN

The Sudanese People's Liberation Army (SPLA) has attacked aircraft in southern Sudan and downed two civilian planes, a Fokker and a Cessna 404, shortly after takeoff from Malakal. The SPLA has warned civilian aircraft not to overfly SPLA controlled territory. Aircraft flying at high altitudes should be considered well out of range of anything in the SPLA's arsenal.

Civilian aircraft that intend to fly to destinations in southern Sudan should check first with aviation authorities in the Sudanese government to ensure that routes are safe and that airfields are open. **(DOS 6/87)**

INTERNATIONAL OCEANIC AIRSPACE NOTICES

ATLANTIC

IMPLEMENTATION OF A REDUCED VERTICAL SEPARATION MINIMUM (RVSM) ABOVE FL 290 IN THE NORTH ATLANTIC REGION: MONITORING PROCEDURES FOR THE VERIFICATION OF AIRCRAFT HEIGHT KEEPING PERFORMANCE

1 Introduction

1.1 As part of the plan to verify aircraft height keeping performance before the implementation of RVSM, height monitoring of Minimum Aircraft System Performance Specification (MASPS) approved aircraft will commence henceforth and continue until further notice.

2 Monitoring Methods

2.1 During the period of verification of MASPS approved aircraft, two methods of height monitoring will be employed to achieve the monitoring goals. One method will employ a fixed site Height Monitoring Unit (HMU) located 15nm east of Strumble VOR/DME at N51 56.00 W004 40.00 beneath Upper ATS Route UG1 in the United Kingdom. In order for aircraft to be monitored using this method, they will be required to overfly the HMU in straight and level flight at FL290 or above. Where this method is not considered to be expeditious or practical, operators may arrange to carry a GPS Monitoring Unit (GMU) instead.

3 Procedures for GMU Carriage

3.1 Operators with MASPS approved aircraft wishing to be monitored using the GMU method should contact Mr T. Hinson at ARINC Inc by telephone at (410) 266-4707 or by fax at (410) 573-3007. Where possible, operators are requested to anticipate the issue of MASPS approval so that best use of the available resources may be made. It should be noted that the carriage of a GMU for monitoring purposes need not necessarily be on a NAT flight.

4 Monitoring using the HMU method

4.1 In order to facilitate successful monitoring by this method, aircraft should be operated so as to meet the following guidelines:

a. Aim to fly the centerline of Upper ATS Route UG1.

b. As a minimum, fly straight and level between FL 290 and FL 410 in the route segment between 004 30W and 004 50W.

c. If condition (a) above cannot be met, the maximum recommended lateral offset from the centerline is 5nm. (Tracks outside this may be recorded but accuracy will be degraded, resulting in a less than optimum assessment of height keeping performance).

d. Mode A squawk should not be altered in the geographical location set out at sub-paragraph 4.1(b) above.

4.2 Pre-flight procedures

4.2.1 Operators proposing to divert from an optimum route in order to fly over the HMU are strongly advised to call the HMU Status line on +44 171 832 6031 for HMU serviceability information. While every effort will be made to ensure that the promulgated information is accurate, operators should note that the equipment may become unserviceable at short notice.

4.2.2 Aircraft for HMU monitoring should be flight planned to route via Strumble, in accordance with UK AIP RAC 8. Dispatchers should ensure that Item 18 of the ICAO flight plan includes both aircraft registration and RMK/HMU FLT.

4.3 In-flight Procedures

4.3.1 As a reminder to the controller that the aircraft is attempting to be monitored by the HMU, crews should transmit "... for HMU flight" to London Control on initial contact is eastbound, or when west of CPT if westbound. Operational requirements permitting, the controller will endeavor to do his/her best to ensure the aircraft is routed through the HMU capture area in straight and level flight. Operators are advised that the serviceability status of the HMU will not be known by ATC; therefore, requests for information regarding the HMU should not be made on London Control frequencies.

4.3.2 It is recognized that it will be difficult for Gatwick based aircraft to be monitored using the HMU as the published routings via UR14 between Strumble and EXMOR will not allow the aircraft to comply with the required capture conditions. However, eastbound aircraft which would normally be routed onto UR14 after Strumble may request a tactical routing to take them into the capture area. Again, the controller will endeavor to oblige but if it is not possible to comply with the request, crews should not enter into lengthy dialog with the controller.

4.4 Post Flight Procedures

4.4.1 ATC will have no way of knowing whether an aircraft has been successfully monitored by the HMU. Operators wishing to ascertain this information may fax a request to the NAT Central Monitoring Agency (CMA) at +44 171 832 5562. It should be appreciated that it will take a finite time to collate the requisite information and that while every effort will be made to reply as soon as possible, operators should not expect to receive a reply sooner than one week after receipt of their request. **5/8/96 (AFS400)**

SPECIAL NOTICE - NEW YORK FIR. (Time Keeping Procedures)

Prior to entering MNPS airspace, the time reference system(s) to be used during the flight for calculation of waypoint Estimated Times of Arrival (ETAs) and waypoint Actual Times of Arrival (ATAs) shall be synchronized to UTC. All ETAs and ATAs passed to ATC shall be based on a time reference that has been synchronized to UTC or equivalent. Acceptable sources of UTC include the following:

a. WWV - National Institute of Standards and Technology (NIST: Fort Collins, Colorado, US). WWV operates 24 hours a day of 2500, 5000, 1000, 15000, 2000 kHz (AM/SSB) and provides UTC voice every minute;

b. GPS (corrected to UTC) - Available 24 hours a day to those pilots that can access the time signal over the shipboard GPS equipment;

c. CHU - National Research Council (NRC: Ottawa Canada), Available 24 hours a day on 3330, 7335, 14670 kHz (SSB). In the final ten-second period of each minute, a bilingual station identification and time announcement is made in UTC;

d. BBC - British Broadcasting Corporation (Greenwich, UK). The BBC transmits on a number of domestic and worldwide frequencies and transmits the Greenwich time signal (referenced to UTC) once every hour on most frequencies, although there are some exceptions;

e. Any other source shown to the State of Registry or State of Operator (as appropriate) to be an equivalent source of UTC.

ATO-150 (11/6/98)

International Oceanic Airspace Notice

ATLANTIC

Implementation of Reduced Vertical Separation Minima (RVSM);

Operational Procedures

Reduced Vertical Separation Minima (RVSM) has been implemented in all designated Minimum Navigation Performance Specification

(MNPS) airspace of the North Atlantic (NAT) region between flight levels 310 and 390 inclusive. Within this airspace and altitude stratum, vertical separation will be reduced from 2000 ft to 1000 ft between approved aircraft.

Operators that choose to operate between FL 310 and FL 390 inclusive, are required to be approved by the State of Registry or the State of the Operator for both MNPS and RVSM operations. Operators that choose to operate within MNPS, yet outside the RVSM stratum, need only to be approved for MNPS.

RVSM approval is required for both the aircraft and the operator. RVSM approved aircraft are required to be equipped with altimetry, altitude alert, automatic altitude control, and transponder systems that are approved by the appropriate State authority. Operator approval requires the operator to adopt flight crew and maintenance operating practices and procedures appropriate to RVSM operations. NAT Doc 002, FAA Interim Guidance 91-RVSM and Joint Airworthiness Authorities Information Leaflet (JAA IL) 23-1 contain guidance on aircraft and operator approval.

Flight Planning Note: Operators must annotate in block 10 (Equipment) of the ICAO flight plan, the letter "W" to indicate RVSM approval. The letter "X" should still be used to indicate MNPS approval.

1/4/98 (ATO-150)

Contingency Procedures.

Pilots must be aware of the revised contingency procedures adopted for RVSM. These procedures are printed in NAT Doc 002, FAA Interim Guidance 91-RVSM, and JAA IL 23-1. One key element of the revised procedures is the use of a 500 foot (instead of a 1,000 foot) altitude offset when such an offset is considered necessary.

Transition Areas within the New York FIR

Aircraft transitioning to/from RVSM flight levels in the New York FIR should expect transitions to occur:

Westbound (from RVSM to conventional vertical separation minima-CVSM):

Prior to 18 North for aircraft entering the Piarco FIR;

Prior to crossing 60 West for aircraft entering the West Atlantic Route System (WATRS) or San Juan non-radar airspace; or

Within Bermuda radar coverage for aircraft that will enter that airspace.

Eastbound (from CVSM to RVSM):

After crossing 18 North and prior to entering RVSM airspace;

After crossing 60 West for aircraft entering RVSM airspace from WATRS; or

Within Bermuda radar coverage for aircraft that will overfly that airspace.

A699/A700

Northeast bound, CVSM to RVSM - expect transitions after passing AKERS or SLATN;

Southwest bound, RVSM to CVSM - expect transitions prior to AKERS or SLATN.

RVSM/CVSM transitions may be issued in other portions of the airspace depending on traffic conditions; all airspace in the New York FIR has been designated as "transition airspace." Aircraft may be assigned altitudes above or below the RVSM stratum as traffic requires.

"When Able Higher" (WAH) Reports

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capabity of the aircraft is known by controllers. If the airacrft is capable of a higher altutude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct Controller-Pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

Eastbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

Example: "GLOBAL AIR 543, 40 NORTH 40 WEST AT 1010, FLIGHT LEVEL 350, ESTIMATING 40 NORTH 50 WEST AT 1110, 40 NORTH 60 WEST NEXT. ABLE FLIGHT LEVEL 360 AT 1035."

NOTE: Pilots may include more than one altitude if that information is available.

Example: (after stating initial report) "ABLE FLIGHT LEVEL 360 AT 1035, ABLE FLIGHT LEVEL 370 AT 1145, ABLE FLIGHT LEVEL 390 AT 1300."

Mandatory Pilot Reports

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360 and 370).

Example:

1. (*initial altitude readback*): "GLOBAL AIR 543 CLIMBING TO FLIGHT LEVEL 360."

2. (*upon reaching assigned altitude*): "GLOBAL AIR 543 LEVEL AT FLIGHT LEVEL 360."

Non-RSVM Aircraft Climbing/Descending Through RVSM Airspace

If requested, ATC may clear aircraft that are not RVSM certified to climb/descend through RVSM airspace if traffic permits. However, the aircraft must maintain a standard rate of climb or descent. There are no provisions for non-RVSM certified aircraft to cruise-climb through RVSM airspace or to level off and maintain any altitude within RVSM airspace at any time.

(3/31/97 - ATO-100)

SPECIAL NOTICE -- FLIGHT PLANNING IN THE NEW YORK CTA/FIR

Implementation of the Oceanic Display and Planning system (ODAPS) at New York Center is completed, thereby requiring a change in flight

plan addressing. Effective immediately, all operators' flight planning into or through the New York Oceanic Control Area shall address flight plans as follows:

a. For flights entering the New York Oceanic Area from a point beginning at 4137N/6700W clockwise to 4230N/6000W to 4347N/5453 thence along the New York oceanic boundary to 1800N/6100W, shall address flights' plans to KZWYZOZX.

b. All other flights entering New York Oceanic Control Area, ***excluding*** departures from Bermuda, shall address flight plans to KZNYZOZX.

c. Bermuda departure flight plans shall be addressed to KZNYZQZX.

d. When flight planning in the NAT, especially on routes to/from Europe and the Caribbean, users are requested to establish significant points not more than one (1) hour apart.

e. For all flights entering the New York Oceanic Control Area, users are requested to file the New York FIR boundary time in the EET field as: "KZNY(time)."

f. "The distance between significant points shall as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary." (Document 4444, RAC/501/13 Appendix 2, A2-6).

g. Following these procedures will avoid processing delays that could affect timely receipt of oceanic clearances or requested routes and altitudes.

SATVOICE CAPABILITY - NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). Satvoice contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

NOTE-
Aircraft should be logged onto the Atlantic Ocean Region West (AOR-W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N; and 436696 (WATRS Area).

ATLANTIC AND PACIFIC AREA LORAN-C INFORMATION

The current operational status of all U.S. and Canadian Coast Guard Loran station is available from the various assigned Coordinator of Chain Operations (COCOs). Individual COCOs monitors the day-to-day operations of the LORAN-C chain under their control. General information is also available. Contact either the applicable COCO or the Loran management staff at the phone numbers below.

a. COCO Great Lakes (8970) and Northeast (9960) chains is located at LORAN Station Seneca, NY. COCO: (607)869-1334

b. COCO Canadian East Coast (5930) and Newfoundland East Coast (7270) chains is located at LORAN Monitor Station, St. Anthony, NFLD, Canada. Recorder announcement: (709)454-3261. COCO: (709)454-2392.

c. COCO Southeast U.S. (7980) and South Central U.S. (9610) chains is located at LORAN Station Malone, FL. COCO: (334)899-5225.

d. COCO North Central U.S. (8290) and U.S. West Coast (9940) chains is located at the Coast Guard Navigation Center Detachment, Petaluma, CA. COCO: (707)765-7590.

e. COCO Canadian West Coast Chain (5990) is located at LORAN Station William Lake, B.C., Canada. COCO: (604)659-5680

f. COCO Gulf of Alaska (7960) and North Pacific (9990) chains is located at LORAN Station Kodiak, AK. COCO: (907)487-5583.

g. Atlantic Area Regional Manager, Coast Guard Navigation Center, Alexandria, VA. Telephone: (703)313-5875

h. Pacific Area Regional Manager, Coast Guard Navigation Center Detachment, Petaluma, CA. Telephone: (707)765-7582

i. U.S. Coast Guard's Navigation Information Service (NIS), operated by the Coast Guard Navigation Center and staffed 24 hours a day. Telephone: (703)313-5900. Internet Address: http://www.navcen.uscg.mil

j. Scheduled LORAN-C off-air times are also available from one or more of the following sources:

1. The U.S. Coast Guard Navigation Center Computer BBS. Telephone: (703)313-5910.

2. Published U.S. Coast Guard Local Notice to Mariners

3. Canadian Coast Guard Notices to Shipping (NOTSHIPs)

4. U.S. FAA Notice to Airmen (NOTAMs)

5. U.S. Coast Guard marine radio voice broadcasts

6. Navtex Broadcasts

7. U.S. Coast Guard Navigation Center, Internet Address: http://www.navcen.uscg.mil

k. For better service on any request for operations data (e.g.. to check on a suspected LORAN-C system abnormality), please supply the rate and date/time of the event you wish to report. This will enable the Coordinator of Chain Operations to quickly check the record for the period in question.

l. Information concerning Overseas LORAN-C is available via internet address http://www.navcen.uscg.mil.

PACIFIC

Notice of Required Navigation Performance 10 (RNP-10) implementation in the Oakland Center FIR. Effective December 3, 1998, at 0500 UTC, a 50nm lateral separation standard will be applied to all aircraft that are RNP-10 approved. RNP-10 approval will be required from FL310 through FL390, inclusive, for all PACOTS, except Tracks A,B,11,12,W,X,20 and 21.

RNP-10 approved: all RNP-10 approved aircraft entering the Oakland FIR shall file a /R equipment suffix in their ICAO flight plan in accordance with ICAO Doc. 4444, appendix 2, provided they will maintain RNP-10 eligibility for the entire route segment within the Oakland FIR.

Non RNP-10 approved: may file via random track, at any altitude, at least 100nm from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Anchorage Center NOTAM A0004/98. Oakland Center may apply 50nm lateral separation between RNP-10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP-10 capable. RNP-10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: http://www.faa.gov/ats/ato/rnp/htm

Approval information should be submitted to the following:

William J. Hughes Technical Center, ACT-520
Federal Aviation Administration
Atlantic City Airport, NJ 08405, USA
ATTN: RNP-10 approval

This information can also be transmitted via the Internet to Bennett_D_Flax@admin.tc.faa.gov or by facsimile (609)485-5117. Questions regarding the information requested can be directed to Bennett Flax or James Devine at (609) 485-6263. Questions regarding this NOTAM should be directed to Carol C. Dryden, Acting Support Manager-Airspace & Operations, Oakland Center, at (510) 745-3234 or carol.dryden@faa.dot.gov.

11/10/98 (ATO-150)

PACIFIC

SPECIAL NOTICE - PLANNING FOR IMPLEMENTATION OF REDUCED VERTICAL SEPARATION MINIMUM IN THE PACIFIC REGION

In preparation for the implementation of reduced vertical separation minimum (RVSM) in the Pacific region, a regional monitoring agency has been established. This agency, the Pacific Approvals Registry and Monitoring Organization (PARMO), was established at the FAA William J. Hughes Technical Center. One of the responsibilities of the PARMO is to establish and maintain a data base containing the results of height keeping performance monitoring.

In order to accomplish this, the PARMO is requesting that all altitude deviations of 300 ft or more within Pacific oceanic airspace be reported. Reports are to include those deviations due to Traffic Alert and Collision Avoidance System (TCAS) alerts, turbulence and contingency events.

Reports should provide the information detailed below, and be submitted to the following address:

Federal Aviation Administration

William J. Hughes Technical Center
Pacific Approvals Registry and Monitoring Organization
Aviation System Analysis and Modeling Branch, ACT-520
Atlantic City International Airport, NJ, USA 08405

1. REPORT OF AN ALTITUDE DEVIATION OF 300 FT OR MORE

2. REPORTING AGENCY

3. DATE AND TIME

4. LOCATION OF DEVIATION

5. NOPAC/CENPAC/CEP/SOPAC/Japan-Hawaii/OTHER *(Note 1)*

6. FLIGHT IDENTIFICATION AND TYPE

7. FLIGHT LEVEL ASSIGNED

8. OBSERVED/REPORTED *(Note 1)* FINAL FLIGHT LEVEL *(Note 2)* MODE C/PILOT REPORT *(Note 1)*

9. DURATION AT FLIGHT LEVEL

10. CAUSE OF DEVIATION

11. OTHER TRAFFIC

12. CREW COMMENTS, IF ANY, WHEN NOTIFIED

13. REMARKS *(Note 3)*

NOTE-
[1] State one of the two choices.

[2] In the case of turbulence, state extent of deviation from cleared flight level.

[3] In the event of contingency action, indicate whether prior clearance was given and if contingency procedures were followed.

The information may alternatively be sent by fax to +1 609 485 5117.

9/16/98

PACIFIC

SPECIAL NOTICE -- OAKLAND OCEANIC CTA

Aircraft destined for the Hawaiian Islands from North America should adjust their transponders to display code 2000 upon entering Oakland Oceanic CTA airspace. Aircraft should maintain code 2000 thereafter until otherwise directed by air traffic control.

DIRECT SATVOICE CAPABILITY FOR ATC USE - OAKLAND FIR

Oakland Center oceanic control has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and Oakland Center shall be limited to distress and urgency situations, or other exceptional circumstances only.

Oakland Center oceanic control may initiate calls to aircraft when other means are not available and communications is essential.

Aircraft satellite data units may be pre-programmed with the INMARSAT six digit code for easy access call set-up. The INMARSAT code for Oakland Center oceanic control is 436697. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating the air/ground call. To receive SATVOICE service, aircraft must be logged on to an INMARSAT communications satellite. Call forwarding from the ground service provider will initiate the call to the aircraft.

NOTE-
Aircraft should log on to the INMARSAT Pacific ocean satellite while operating anywhere within the Oakland FIR. This is necessary for Oakland Center to be able to initiate calls to aircraft.

In the event of controller pilot data link (CPDLC) failure, flight crews are requested to communicate directly with ARINC (SFO or HNL) on HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.

Direct questions to Oakland International Operations, 510-745-3469, fax - 510-745-3628.

1/23/97 (ATO-3)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE -- TURBULENCE IMPACT ASSESSMENT

To help in assessing whether moderate or severe turbulence might have an impact on operations in the North Atlantic (NAT) Region, including the Western Atlantic Route System (WATRS), when reduced vertical separation minimum of 1000 feet is applied between FL290 and FL410 inclusive, the frequency and magnitude of altitude deviations from assigned FL caused by moderate to severe turbulence needs to be quantified. To this end, air crews operating the NAT Region, including all of the WATRS areas, are required to **include the magnitude of the deviation, in feet, from assigned FL in all required reports of moderate to severe turbulence.**

SPECIAL NOTICE -- NADIN

Correct NADIN system processing of ICAO flight plans in ARTCCs fifth through eight characters of address must be ZQZX for the first domestic ARTCC and ZRZX for all other ARTCCs. (KFDC 15/88)

EXCEPTIONS: See: NEW YORK CTA/FIR, SPECIAL NOTICE - Flight Planning in the NEW YORK CTA/FIR.

SPECIAL NOTICE -- IFR/VFR OPERATIONS

Flights in oceanic airspace must be conducted under Instrument Flight Rules (IFR) procedures when operating:

a. Between sunset and sunrise;

b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs); or

c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 ft MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE -- LOST COMMUNICATIONS

If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, the pilot should:

a. Adjust the transponder to reply on Mode 3/A, Code 7700 for a period of 1 (one) minute;

b. then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first; and

c. repeat steps A and B as practicable.

The pilot should understand that s/he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

SPECIAL NOTICE -- NAT ATS MESSAGE FORMAT

The following is submitted in an effort to standardize ATS message formats for air/ground communications in the North Atlantic (NAT) Region:

1. General

1.1. All NAT air-ground messages are categorized under one of the following headings (excluding emergency messages):

a. Position Report

b. Request Clearance

c. Revised Estimate

d. Miscellaneous Message

1.2. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

a. Use the correct type of message applicable to the data transmitted;

b. State the message type on the contact call to the ground station or at the start of the message;

c. Adhere strictly to the sequence of information for the type of message;

d. All times in each of the messages should be expressed in hours and minutes.

2. Description of ATS Message Types

2.1. Aircraft should transmit air-ground messages using standard RTF phraseology in accordance with the following:

2.1.1. POSITION

To be used for routine position reports.

CONTENT AND DATA SEQUENCE

a. "POSITION"

b. Flight identification

c. Present position

d. Time over present position (hours and minutes)

e. Present flight level

f. Next position on assigned route

g. Estimated time for next position (hours and minutes)

h. Next subsequent position

i. Any further information; e.g., MET data or Company message

EXAMPLE-
"POSITION, SWISSAIR 100, 56N 010W 1235, FLIGHT LEVEL 330, ESTIMATING 56N 020W 1310, NEXT 56N 030W"

2.1.2. REQUEST CLEARANCE

a. To be used, in conjunction with a routine position report, to request a change of mach number, flight level, or route and to request westbound oceanic clearance prior to entering Reykjavik, Santa Maria or Shanwick CTAs.

CONTENT AND DATA SEQUENCE

1. "REQUEST CLEARANCE"

2. Flight identification

3. Present or last reported position

4. Time over present or last reported position (hours and minutes)

5. Present flight level

6. Next position on assigned route or oceanic entry point

7. Estimate for next position or oceanic entry point

8. Next subsequent position

9. Requested mach number, flight level or route

10. Further information or clarifying remarks

EXAMPLE-
"REQUEST CLEARANCE, TWA 801, 56N 020W 1245, FLIGHT LEVEL 330, ESTIMATING 56N 030W 1320, NEXT 56N 040W, REQUESTING FLIGHT LEVEL 350"

b. To be used to request a change in mach number, flight level or route when a position report message is not appropriate

CONTENT AND DATE SEQUENCE

a. "REQUEST CLEARANCE"

b. Flight identification

c. Requested mach number, flight level or route

d. Further information or clarifying remarks

EXAMPLE-
"REQUEST CLEARANCE, BAW 212, REQUESTING FLIGHT LEVEL 370"

2.1.3. REVISED ESTIMATE

To be used to update estimate for next position

CONTENT AND DATA SEQUENCE

a. "REVISED ESTIMATE"

b. Flight identification

c. Next position on route

d. Revised estimate for next position (hours and minutes)

e. Further information

EXAMPLE-
"REVISED ESTIMATE, WDA 523, 57N 040W 0325"

2.1.4. MISCELLANEOUS

To be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station.

CONTENT AND DATA SEQUENCE

a. Flight identification

b. General information or request in plain language and format free.

SPECIAL NOTICE -- INSPECTION OF MEANS OF CONVEYANCE

Inspection of aircraft prior to departure. No person shall move any aircraft from Hawaii to the continental United States, Puerto Rico, or the Virgin Islands of the United States, unless the person moving the aircraft has contacted an inspector and offered the inspector the opportunity to inspect the aircraft prior to departure and the inspector has informed the person proposing to move the aircraft that the aircraft may depart.

Inspection of aircraft moving to Guam. Any person who has moved an aircraft from Hawaii to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Hawaii prior to departure in accordance with arrangements made between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam.

(USDA-Regulation 318.13-9)

SPECIAL NOTICE -- INSPECTION OF MEANS OF CONVEYANCE

Inspection of aircraft moving to Guam.Any person who has moved an aircraft from Puerto Rico or the Virgin Islands of the United States to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Puerto Rico or the Virgin Islands prior to departure in accordance with arrangements between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam. *(USDA-Regulation 318.58-9)*

ARINC

SATCOM VOICE FOR ATC USE

Effective June 1, 1996, ARINC began normal operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact an ARINC Comm Center should use the following INMARSAT Security Numbers (published on Jepp En route Charts) to call the appropriate ARINC Center:

Oceanic Area	*Center*	*Number*
Atlantic/Caribbean Central/South America	NYC	436623
Pacific	SFO	436625

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasions when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operational Control Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 410-266-4430 to provide, update, or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

GULF OF MEXICO VHF COMMUNICATIONS

Due to the distances involved, signal levels received by aircraft communicating with New York ARINC in the Gulf of Mexico on frequency 130.700 MHz will be weaker than normally encountered in VHF communications. Most aircraft usually have the squelch setup to communicate where signal levels are much higher and to totally eliminate background noise for the flight crew.

In order to increase the range and maximize the coverage area, aircraft are asked to utilize the following squelch settings on their VHF radios while monitoring or communicating with New York ARINC.

On aircraft with an OPEN/CLOSE squelch switch, the squelch should be set to the OPEN position while communicating or after being SELCAL'ed.

Aircraft with an adjustable system should first set their squelch to fully open position and then adjust to where the noise is reduced or just closed. This will allow the weakest signals to be heard.

Utilizing this procedure will increase the background noise heard by the flight crew but will allow communications at a much greater range.

Direct any questions to ARINC Air/Ground operations at 410-266-4430.

IMPROVEMENTS TO HF COMMUNICATIONS IN THE CENTRAL WEST PACIFIC AREA OF THE OAKLAND OCEANIC FIR

ARINC has recently completed improvements to HF radio communications and SELCAL reliability in the Central West Pacific (CWP) with enhancements to the auxiliary ARINC HF ground station located on Guam, Marianas Islands. This station was installed by ARINC in March, 1997 to augment the main CWP HF ground station located in Hawaii. It is intended primarily for flights operating within 1,000 NM of Guam. The Guam radio is now continuously available to the ARINC Communications Center at SFO through a full-period telephone circuit. Prior to May 12, 1998, this station was only available for Radio Operator use through a dial-access system which had operational limitations. Operating frequencies are 2998 and 6532 KHz. Frequencies 4666, 8903, 11384, and 13300 KHz will be implemented on the Guam station by June 15, 1998.

Aircraft operators required to maintain HF en-route radio guard with SFO ARINC while operating in the CWP area, especially west of 165 East Longitude, should notice overall improved communications as a result of this enhancement to ARINC facilities.

Feedback to ARINC on this issue is desired. ARINC is very interested in flight crew comments regarding communications quality in this area, either positive or negative. COmments can be relayed to Radio Operators working flights, via E-mail after completion of a flight to agops@arinc.com, or by calling ARINC HDQ Air/Ground Operations at 410-266-4430.

Questions regarding ARINC Air/Ground Voice Services or this NOTUS should be directed to ARINC Air/Ground Operations at 410-266-4430.

(5/22/98) ARINC

FREQUENCY 3452 kHz TO BE ADDED AT ARINC SAN FRANCISCO AERONAUTICAL STATION

Effective 0001 UTC, September 15, 1998, Major World Air Route Area (MWARA) HF frequency 3452kHz will be implemented at the ARINC San Francisco Aeronautical Station. It will be for use by aircraft operating in the Central East Pacific (CEP) oceanic area.

The following is a listing of all Central East Pacific MWARA frequencies that will be in service at SFO ARINC after September 15, 1998.

FREQUENCIES	MWARA HF GROUP
3413, 5574, 8843, 13354	CEP-1
2869, 5547, 11282, 13288	CEP-2
3452, 6673, 10057	CEP-3

ARINC - (8/20/98)

ARINC AERONAUTICAL STATION SATCOM DIRECT PHONE NUMBERS

Aircraft operatiors with SATCOM Voice can contact ARINC Aeronautical Stations using the following direct dial telephone numbers:

ARINC STATION	DIRECT DIAL	INMARSAT SECURITY CODE
SFO	925-371-3920	436625
NYC	516-244-2492	436623

These numbers are being published in conjunction with the six-digit Inmarsat security numbers wihich are currently listed on Enroute Charts, Supplements, NOTAMS, and in other ARINC notifications and service handbooks. The six-digit Inmarsat Security numbrs will continue to work through all Ground Earth Stations if they are compatible with SATCOM units.

The direst dial numbers are being published because some SATCOM installations will not accept a six-digit number (some units will not accept less than ten digits in a dialing sequence).

Questions reguarding ARINC Air/Ground Voice Services or this NOTAM should be directed to ARINC HDQ, Air/Ground Operations Department, at 410-266-4430 or email: AGOPS@arinc.com

ARINC - (8/20/98)

SPECIAL NOTICE - NAVIGATION WARNING

U.S. Aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Commonwealth of Independent States (CIS) (former Soviet Union) territory. Recognition that many flight tracks on this route provide minimum separation from CIS airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over CIS territory. Pilots and operators of small aircraft performing bear hunting flights or other types of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in CIS airspace. (FAA)

SPECIAL NOTICE -- ENROUTE COMMUNICATIONS PROCEDURES

Enroute Communications procedures supporting flight operations in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC.

Flight crews operating aircraft in that airspace under those circumstances are expected to maintain communications with Arctic Radio and a listening or SELCAL watch on HF frequencies of North Atlantic Delta NAT D network, Viz, 2971, 4675, 8891, 11279 kHz. Arctic Radio will accomplish necessary relay between enroute aircraft and the Anchorage Center. Additionally, and in view of reported marginal reception of Honolulu Pacific VOLMET broadcast in that and adjacent Canadian airspace, Arctic Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request. (FAA)

(ZAN-20) 1-29/99

HOUSTON CTA/FIR

SPECIAL NOTICE - TEST OF MACH NUMBER TECHNIQUE

Effective September 1, 1994, the Houston ARTCC and Merida ACC's began the test application of the MACH Number Technique in the Gulf of Mexico. This technique, as prescribed in ICAO Regional Supplementary Procedures, Document 7030/4, CAR/RAC-9, paragraph 6.2.1.2.c, has been expanded to include the Merida and Monterey CTA/FIR's and will allow for reduction of longitudinal separation standards base on speed assignment. Because separation is based on speed assignment, it is important that pilots strictly adhere to the speed assignment until instructed otherwise. Speed assignment may be applied to aircraft climbing, descending, and at level flight. If the preceding aircraft is Mach .03 faster than the following aircraft, separation may be reduced to 10 minutes. When the preceding aircraft is Mach .06 faster than the following aircraft, separation may be reduced to 5 minutes.

Aircraft operating in the Gulf of Mexico transitioning between the Houston CTA/FIR and the Merdia or Monterey CTA/FIR should anticipate the application of the procedure when circumstances permit. Aircraft filing flight plans through the Gulf of Mexico shall file their true airspeed in the form MACH number.

This change is published in accordance with ICAO Regional Supplementary Procedures, Document 7030.4, CAR/RAC-9, Paragraph 6.4.1. This NOTAM will be canceled upon publication of this information in the United States Aeronautical Information Publication or ICAO Regional Supplementary Procedures, Document 7030/4, whichever occurs first.

SPECIAL NOTICE - COMMUNICATIONS AND POSITION REPORTING

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.

b. Maintain a continuous listening watch on the appropriate radio frequency.

c. Reporting of mandatory points.

The following describes an area in the Houston CTA/FIR where reliable VHF air-to-ground communications, below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W TO
24 30 00N 93 00 00W TO 24 30 00N 88 00 00W TO
24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area is available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5
ANNEX 11, PARAGRAPH 6.1.2
PANS-RAC 4444, PART 2, PARAGRAPH 14
DOC 7030, CAR, PARAGRAPH 3. (FAA)

MIAMI CTA/FIR

Havana CTA/FIR -- Miami CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W-8300W 132.2 VHF/323.1 UHF
between 8000W-8100W 124.7 VHF/323.0 UHF
between 7810W-8000W 135.22 VHF/381.45 UHF
between 7810W-Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 _ at an above FL170 132.2 VHF/323.1 UHF, at and below FL160 133.5 VHF/306.9 UHF.

B503 _ 127.22 VHF/239.02 UHF

G437 - 125.7 VHF/307.9 UHF

A301 & R628 - 134.6 VHF/269.05 UHF.

NOTE-
This information should appear on all applicable Domestic and Latin American High/Low Enroute Charts.

Radar separation

Miami ARTCC is utilizing limiter radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. (FAA 10/25/93)

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

NEW YORK OCEANIC CTA/FIR

EFFECTIVE IMMEDIATELY, ALL AIRSPACE USERS ENTERING NEW YORK CENTERS' WEST ATLANTIC ROUTE SYSTEM (WATRS) SOUTHBOUND ON ATS ROUTES A554, A300, A523 AND G432 SHALL FLIGHT PLAN AND FILE THE FOLLOWING ROUTES:

ATS ROUTE	*NEW ROUTING*
For A554	LINND-RANCO-KUPEC-A554
For A300	LINND-DIDLE-WAYDE-A300
For A523	LINND-KWINN-GABES-A523
For G432	LINND-RETTA-TARGA-G432

SIGNIFICANT POINT	*COORDINATES*
RANCO	37°54.0'N/071°33.0'W
DIDLE	37°58.0'N/071°10.0'W
KWINN	38°08.0'N/070°42.0'W
RETTA	38°19.0'N/070°21.0'W

NOTE-
[1] Users of B24 (either direction) are NOT effected.
[2] Northbound A300, A523, A554, G432 are NOT effected.

1/23/97 (ATO-3)

≪————————————————≫

NEW YORK FIR

Oceanic Clearances

Aircraft operating through North Atlantic MNPS airspace are required to have a detailed clearance before entering MNPS airspace. The clearance, commonly referred to as an "Oceanic Clearance," must include either the specific NAT Track to be flown or the point-to-point grid coordinates in the case of a random route. The clearance must be issued by ATC and acknowledged by the pilot. Oceanic clearances are not required for aircraft that will not operate in MNPS Airspace (MNPSA). For aircraft that will enter MNPSA, the clearance may be received at anytime prior to crossing the MNPSA boundary. This means that aircraft may fly for a considerable period in non-MNPS oceanic airspace before receiving the oceanic clearance.

For aircraft operating in non-MNPS airspace, e.g. WATRS, an abbreviated clearance is satisfactory. However, if any doubt exists concerning an abbreviated clearance, or if the possibility exists that multiple flight plans may have been submitted, the pilot should request, or the controller may issue, a complete (Oceanic) clearance at any time." **(AEA-504) 6/3/96.**

NEW YORK CTA/FIR

The Western Atlantic Route System (WATRS) area is defined beginning at a point 2700N 7700W direct to 2000N 6700W direct to 1800N 6200W direct to 1800N 6000W direct to 3830N 6000W direct to 3830N 6915W thence counterclockwise along the New York Oceanic control area/flight information boundary to the Miami Oceanic control area/flight information boundary to the point of the beginning. (FAA 5/1/96)

SPECIAL NOTICE -- BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning from Miami Center and San Juan CERAP into the WATRS Area via fixed ATS routes, shall remain on their last assigned beacon code.

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SPECIAL NOTICE -- COMMUNICATION AND POSITION REPORTING

The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents:

Annex 2, paragraphs 3.6.3 and 3.6.5
Annex 11, paragraph 6.1.2
Pans-Rac 4444, part 2, paragraph 14
Doc 7030, NAT, paragraphs 4 and 6. 0

COMMUNICATION REQUIREMENTS

The communications requirements for IFR flights within the NEW YORK CTA/FIR are:

a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.

1. Part 121, 125, 135 operators must have 2 LRCS (Long Range Communications System) installed and operational on any a/c operating within the New York Oceanic CTA/FIR. These operators may have their operations specifications amended to 1LRCS only with a waiver from the Administrator.

2. Part 91 operators must have at least 1 LRCS, but do not need a waiver.

3. The "30 minute rule" is an emergency procedure. Operators should be cognizant during their flight planning stage of the "30 minute rule." If their LRCS system should fail they should be no more than 30 minutes from VHF coverage.

b. Maintain a continuous listening watch on the appropriate radio frequency.

c. Report positions in specified circumstances.

NOTE-
HF communications is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE -- GENERAL AVIATION OPERATORS

Unless the pilot and the aircraft are certified for operation in Minimum Navigation Performance Specification Airspace (MNPSA), the aircraft will be denied entry into MNPSA by the first oceanic facility handling the flight.

Information concerning operation in MNPSA may be obtained from the North Atlantic MNPS Airspace Operations Manual and the North Atlantic International General Aviation Operations Manual.

SPECIAL NOTICE--COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. **These procedures are intended to complement and not supersede state procedures/regulations.** It is not possible to provide guidance for all situations associated with a communications failure.

a. General

If so equipped the pilot of an aircraft experiencing a two-way~ radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

b. Communications failure prior to entering NAT oceanic airspace

If operating withh a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

c. Communications failure prior to exiting NAT oceanic airspace

Cleared on flight plan route

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

Cleared on other than flight plan route

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

HOUSTON/MIAMI/NEW YORK CTA/FIR

National Winter Storm Operation Plan (NWSOP)

During the winter season, the U.S. Air Force Reserves (AFRES), 815th Weather Squadron (815WS) has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL310. At designated points, the aircraft will release dropsonde, and 18 inch metal weather cylinder weighing three bounds, with an attached parachute. Five minutes prior to release, the mission aircraft commander (AC) will broadcast on 121.5 and 243.0, when in areas with no direct pilot-controller communications, the time and position of the intended drop. The dropsonde falls at a rate of approximately 1000 feet per minute. AC's are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the AC.

ATC WILL PROVIDE SEPARATION BETWEEN THE MISSION AIRCRAFT AND ANY NON-PARTICIPATING AIRCRAFT. ATC CANNOT PROVIDE SEPARATION BETWEEN AIRCRAFT AND THE DROPSONDE.

Users are urged to take onto consideration any NWSOP's during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcast on 121.5 or 243.0 during NWSOP's. NOTAMS will be issued as early as possible prior to each mission.

MIAMI/NEW YORK/SAN JUAN CTA/FIR

SPECIAL NOTICE -- FLIGHT PLANNING IN WATRS.

"Due to traffic complexity in the Western Atlantic Route System (WATRS), flight planning via direct routes through WATRS cannot generally be approved. Operators should file via the fixed ATS route structure. Once the flight is in or approaching the WATRS and if traffic permits, controllers MAY be able to approve direct routes upon pilot request."

SAN JUAN CTA/FIR

SPECIAL NOTICE -- VFR TRAFFIC

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or 255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a osition report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1 (San Juan IFSS 9/86)

SPECIAL NOTICE -- SONOBOUY DROPS

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. (SJU IFSS 7/87)

SPECIAL NOTICE -- CUSTOMS

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the Flight Plan. ADCUS service is not available at other airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. (San Juan IFSS 101200)

SPECIAL NOTICE -- ROOSEVELT ROADS, PUERTO RICO

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

NORTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-30N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 18-30-00N., LONG. 65-08-00W.; to LAT. 18-45-00N., LONG. 65-06-00W.

SOUTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-00N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 17-35-00N., LONG. 65-16-00W.

SOUTHWEST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-13-00N., LONG. 65-36-00W.; to LAT. 17-50-00N., LONG. 65-38-00W.

NORTHWEST CORRIDOR:

5 NM on each side of a line from LAT. 18-45-00N., LONG. 65-36-00W.; to LAT. 18-18-00N., LONG. 65-33-00W.; to LAT. 18-07-00N., LONG. 65-36-00W.

ALTITUDES:

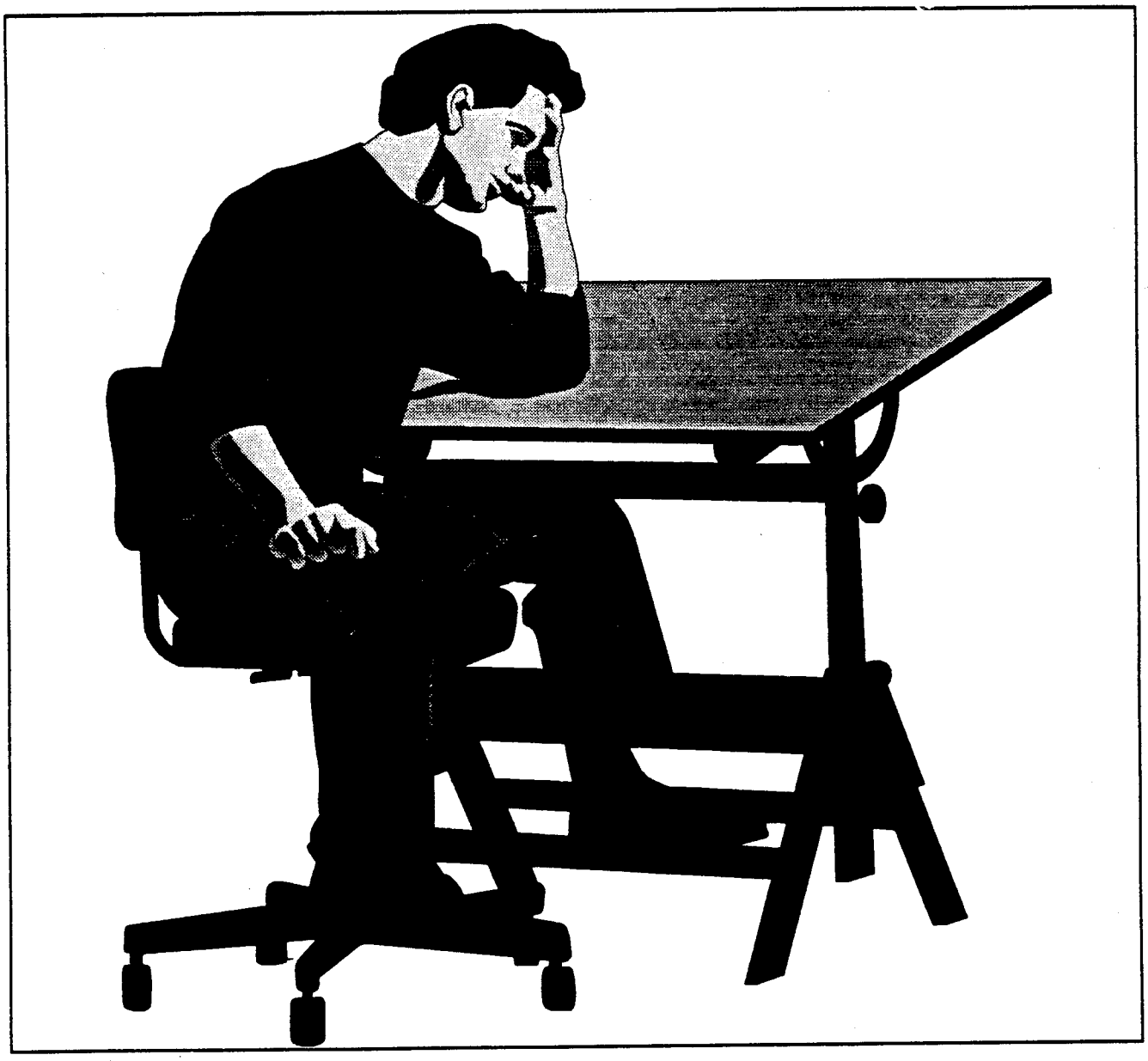
Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Non-participating aircraft, therefore, are not prohibited from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real-time use information. (revised 8/91 - FAA ZSU-3.4 - CERAP HUB)

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

This is to notify all users that the North American Routes are now located in the North East Edition of the Airport Facility Directory effective January 1, 1998.

Part 4.

GRAPHIC NOTICES



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February 25, 1999

PAGE CONTROL

*** CHECK OUT Special Events on the ATA HOME PAGE: www.faa.gov/ats/ata/**

GENERAL INFORMATION

SPECIAL NOTICE

Notices submitted for inclusion in the Notices to Airmen publication will be published, no earlier than **TWO EDITIONS** prior to the effective date of the Notice. **SPECIAL NOTICES** will be carried in the Notices to Airmen publication for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.

USE OF THE GLOBAL POSITIONING SYSTEM (GPS) AS A SUBSTITUTE FOR NON-DIRECTIONAL BEACONS (NDB) AND DISTANCE MEASURING EQUIPMENT (DME)

Purpose.

This Notice is issued to clarify the authorized uses of GPS in the U. S. National Airspace System (NAS). It is intended to amplify guidance contained in Advisory Circular (AC) 90-94, "GUIDELINES FOR USING GLOBAL POSITIONING SYSTEM EQUIPMENT FOR IFR EN ROUTE AND TERMINAL OPERATIONS AND FOR NONPRECISION INSTRUMENT APPROACHES IN THE U.S. NATIONAL AIRSPACE SYSTEM." The 14 Code of Federal Regulations (CFR) Part 91 requires air navigational equipment to be "appropriate to ground facilities to be used." The current U. S. NAS is based on NDB, Very-high frequency Omni-Range (VOR) and VOR/DME ground facilities. Therefore, depending on ground facilities to be used, in addition to VOR equipment, Automatic Direction Finding (ADF), and/or DME equipment OR an area navigation (RNAV) system which provides navigational performance equivalent to ADF, and/or DME equipment must be installed in an aircraft and must be operable for IFR flight operations in the NAS. Properly installed IFR-certificated GPS equipment, operated in accordance with AC 90-94 and this Notice, provides navigational performance equivalent to ADF or DME equipment, except for flying NDB instrument approach procedures.

Operations.

Subject to the restrictions below, operators in the U. S. NAS are authorized to use GPS equipment certified for IFR operations in place of ADF and DME equipment for the following operations:

Determining the aircraft position over a DME fix.

Flying a DME arc.

Navigating to/from an NDB.

Determining the aircraft position over an NDB.

Determining the aircraft position over a fix made up of a crossing NDB bearing.

Holding over an NDB.

Restrictions.

These operations are approved for GPS avionics approved for IFR, including multi-sensor systems with GPS sensor. This equipment must be properly installed and the provisions of the applicable FAA approved Aircraft Flight Manual (AFM), Flight Manual supplement, or Approved Operations Manual should be met. The required integrity for these operations is provided by Receiver Autonomous Integrity Monitoring (RAIM), or an equivalent method. For air carrier operations, operations specification approval is required to use GPS.

Waypoints to be used for these operations must be retrieved from the GPS airborne database. The database must be current.

The GPS system must be operated within the guidelines contained in the AFM, Flight Manual Supplement or Approved Operations Manual.

The Course Deviation Indicator (CDI) must be set to terminal sensitivity when tracking GPS course guidance in terminal areas.

The NDB or DME ground facility which supports the charted requirement may be temporarily out of service.

Charting will not change to support these operations. Except for use as the primary instrument approach navigational source, charted requirements for ADF or DME can be met using the GPS system.

NOTE-
An aircraft is not authorized to fly any IFR approach using GPS unless that instrument approach procedure is retrievable from the airborne database. Approach procedures that are omitted from the database can not be legally flown using GPS navigational equipment.

Guidance.

The following is provided as interim guidance until the new Advisory Circular 90-94 or the next issue of the Aeronautical Information Manual (AIM) are published. It is general and not specific to any particular GPS system. For specific guidance for your system refer to the approved AFM, Flight Manual Supplement or Approved Operations Manual or contact the manufacturer of your system.

To determine the aircraft position over a DME fix:

Verify aircraft GPS system integrity monitoring is functioning properly and indicates satisfactory integrity.

If the fix is identified by a five letter name which is contained in the GPS airborne database, you may select either the named fix as the active GPS waypoint (WP) or the facility establishing the DME fix as the active GPS WP.

NOTE-
When using a facility as the active WP, the only acceptable facility is the DME facility which is charted as the one used to establish the DME fix. If this facility is not in your airborne database, you are not authorized to use a facility WP for this operation.

If the fix is identified by a five letter name which is not contained in the GPS airborne database, or if the fix is not named, you must select the facility establishing the DME fix or another named DME fix as the active GPS WP.

NOTE-
An alternative, until all DME sources are in the database, is using a named DME fix as the active waypoint to identify unnamed DME fixes on the same course and from the same DME source as the active waypoint. CAUTION: Pilots should be extremely careful to ensure that correct distance measurements are used when utilizing this interim method. It is strongly recommended that pilots review distances for DME fixing during preflight preparation.

If you select the named fix as your active GPS WP, you are over the fix when the GPS system indicates you are at the active WP.

If you select the DME providing facility as the active GPS WP, you are over the fix when the GPS distance from the active WP equals the charted DME value and you are on the appropriate bearing or course.

To fly a DME arc:

Verify aircraft GPS system integrity monitoring is functioning properly and indicates satisfactory integrity.

You must select, from the airborne database, the facility providing the DME arc as the active GPS WP.

NOTE-
The only acceptable facility is the DME facility on which the arc is based. If this facility is not in your airborne database, you are not authorized to perform this operation.

Maintain position on the arc by reference to the GPS distance in lieu of a DME readout.

To navigate to or from an NDB/compass locator:

NOTE-
If the chart depicts the compass locator collocated with a fix of the same name, use of that fix as the active WP in place of the compass locator facility is authorized.

Verify aircraft GPS system integrity monitoring is functioning properly and indicates satisfactory integrity.

Select terminal CDI sensitivity in accordance with the AFM, AFM supplement, or pilot's guide if in the terminal area.

Select the NDB/compass locator facility from the airborne database as the active WP.

Select and navigate on the appropriate course to or from the active WP.

To determine the aircraft position over an NDB/compass locator:

Verify aircraft GPS system integrity monitoring is functioning properly and indicates satisfactory integrity.

Select the NDB/compass locator facility from the airborne database as the active WP.

NOTE-
When using an NDB/compass locator, that facility must be charted and be in the airborne database. If this facility is not in your airborne database, you are not authorized to use a facility WP for this operation.

You are over the NDB/compass locator when the GPS system indicates you are at the active WP.

To determine the aircraft position over a fix made up of an NDB/compass locator bearing crossing a VOR/LOC course:

Verify aircraft GPS system integrity monitoring is functioning properly and indicates satisfactory integrity.

A fix made up by a crossing NDB/compass locator bearing will be identified by a five letter fix name. You may select either the named fix or the NDB/compass locator facility providing the crossing bearing to establish the fix as the active GPS WP.

NOTE-
When using an NDB/compass locator, that facility must be charted and be in the airborne database. If this facility is not in your airborne database, you are not authorized to use a facility WP for this operation.

If you select the named fix as your active GPS WP, you are over the fix when the GPS system indicates you are at the WP as you fly the prescribed track from the non-GPS navigation source.

If you select the NDB/compass locator facility as the active GPS WP, you are over the fix when the GPS bearing to the active WP is the same as the charted NDB/compass locator bearing for the fix as you fly the prescribed track from the non-GPS navigation source.

To hold over an NDB/compass locator:

Verify aircraft GPS system integrity monitoring is functioning properly and indicates satisfactory integrity.

Select terminal CDI sensitivity in accordance with the AFM, AFM supplement, or pilot's guide if in the terminal area.

Select the NDB/compass locator facility from the airborne database as the active WP.

NOTE-
When using a facility as the active WP, the only acceptable facility is the NDB/compass locator facility which is charted. If this facility is not in your airborne database, you are not authorized to use a facility WP for this operation.

Select non-sequencing (e.g. "HOLD" or "OBS") mode and the appropriate course in accordance with the AFM, AFM supplement, or pilot's guide.

Hold using the GPS system in accordance with the AFM, AFM supplement, or pilot's guide.

NOTE-
If the NDB is a compass locator charted with a collocated fix of the same name, use of that fix, from the airborne database, as the active waypoint in place of the NDB is authorized.

Planning:

Good advance planning and intimate knowledge of your navigational systems are vital to safe and successful use of GPS in lieu of ADF and/or DME.

You should plan ahead before using GPS systems as a substitute for ADF and/or DME. You will have several alternatives in selecting waypoints and system configuration. After you are cleared for the approach is not the time to begin programming your GPS. In the flight planning process you should determine whether you will use the equipment in the automatic sequencing mode or in the non-sequencing mode and select the waypoints you will use.

When you are using your aircraft GPS system to supplement other navigation systems, you may need to bring your GPS control panel into your navigation scan to see the GPS information. Some GPS aircraft installations will present localizer information on the CDI whenever a localizer frequency is tuned, removing the GPS information from the CDI display. Good advance planning and intimate knowledge of your navigation systems are vital to safe and successful use of GPS.

The following are some factors to consider when preparing to install a GPS receiver in an aircraft. Installation of the equipment can determine how easy or how difficult it will be to use the system.

Consideration should be given to installing the receiver within the primary instrument scan to facilitate using the GPS in lieu of ADF and/or DME. This will preclude breaking the primary instrument scan while flying the aircraft and tuning, and identifying waypoints. This becomes increasingly important on approaches, and missed approaches.

Many GPS receivers can drive an ADF type bearing pointer. Such an installation will provide the pilot with an enhanced level of situational awareness by providing GPS navigation information while the CDI is set to VOR or ILS.

The GPS receiver may be installed so that when an ILS frequency is tuned, the navigation display defaults to the VOR/ILS mode, preempting the GPS mode. However, if the receiver installation requires a manual selection from GPS to ILS, it allows the ILS to be tuned and identified while navigating on the GPS. Additionally, this prevents the navigation display from automatically switching back to GPS when a VOR frequency is selected. If the navigation display automatically switches to GPS mode when a VOR is selected, the change may go unnoticed and could result in erroneous navigation and departing obstruction protected airspace.

GPS is a supplemental navigation system in part due to signal availability. There will be times when your system will not receive enough satellites with proper geometry to provide accurate positioning or sufficient integrity. Procedures should be established by the pilot in the event that GPS outages occur. In these situations, the pilot should rely on other approved equipment, delay departure, reroute, or discontinue IFR operations.

2/4/99 (ATA-100)

SPECIAL MILITARY OPERATIONS

FORT WINGATE/WHITE SANDS MISSILE RANGE

FORT WINGATE FAR 91.143

SPACE OPERATIONS AREA

(EFF: 091200Z thru 091500Z MAR 99)
(EFF: 111200Z thru 111500Z MAR 99)
(EFF: 231200Z thru 231500Z MAR 99)
(EFF: 251200Z thru 251500Z MAR 99)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited within the following:

FORT WINGATE LAUNCH AREA:

Beginning at Lat. 35°25'51"N., LONG. 108°30'09"W., to LAT. 35°38'46"N., LONG. 108°37'14"W.; to LAT. 35°28'46"N., LONG. 108°37'39"W.; to LAT. 35°21'27"N., LONG. 108°36'58"W.; to the point of beginning. At any altitude from the surface to unlimited.

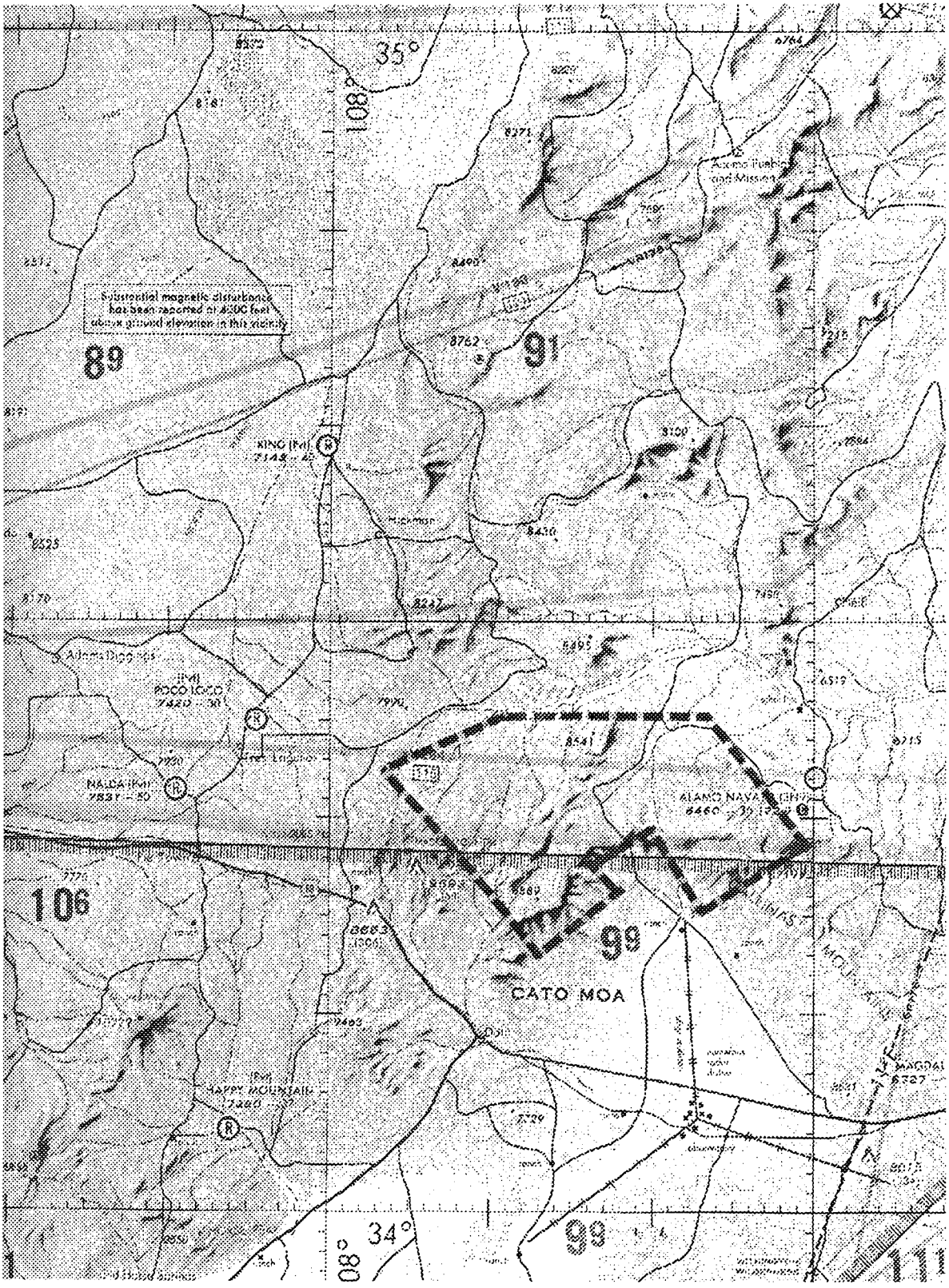
BOOSTER DROP AREA:

Beginning at Lat. 34°22'30"N., LONG. 107°57'00"W., to LAT. 34°25'00"N., LONG. 107°49'00"W.; to LAT. 34°24'45"N., LONG. 107°37'00"W.; to LAT. 34°18'00"N., LONG. 107°30'00"W.; to LAT. 34°15'08"N., LONG. 107°37'00"W.; to LAT. 34°19'00"N., LONG. 107°40'00"W.; to LAT. 34°15'08"N., LONG. 107°45'20"W.; to LAT. 34°14'52"N., LONG. 107°44'40"W.; to LAT. 34°13'00"N., LONG. 107°48'00"W.; to the point of beginning. At any altitude from surface to unlimited.

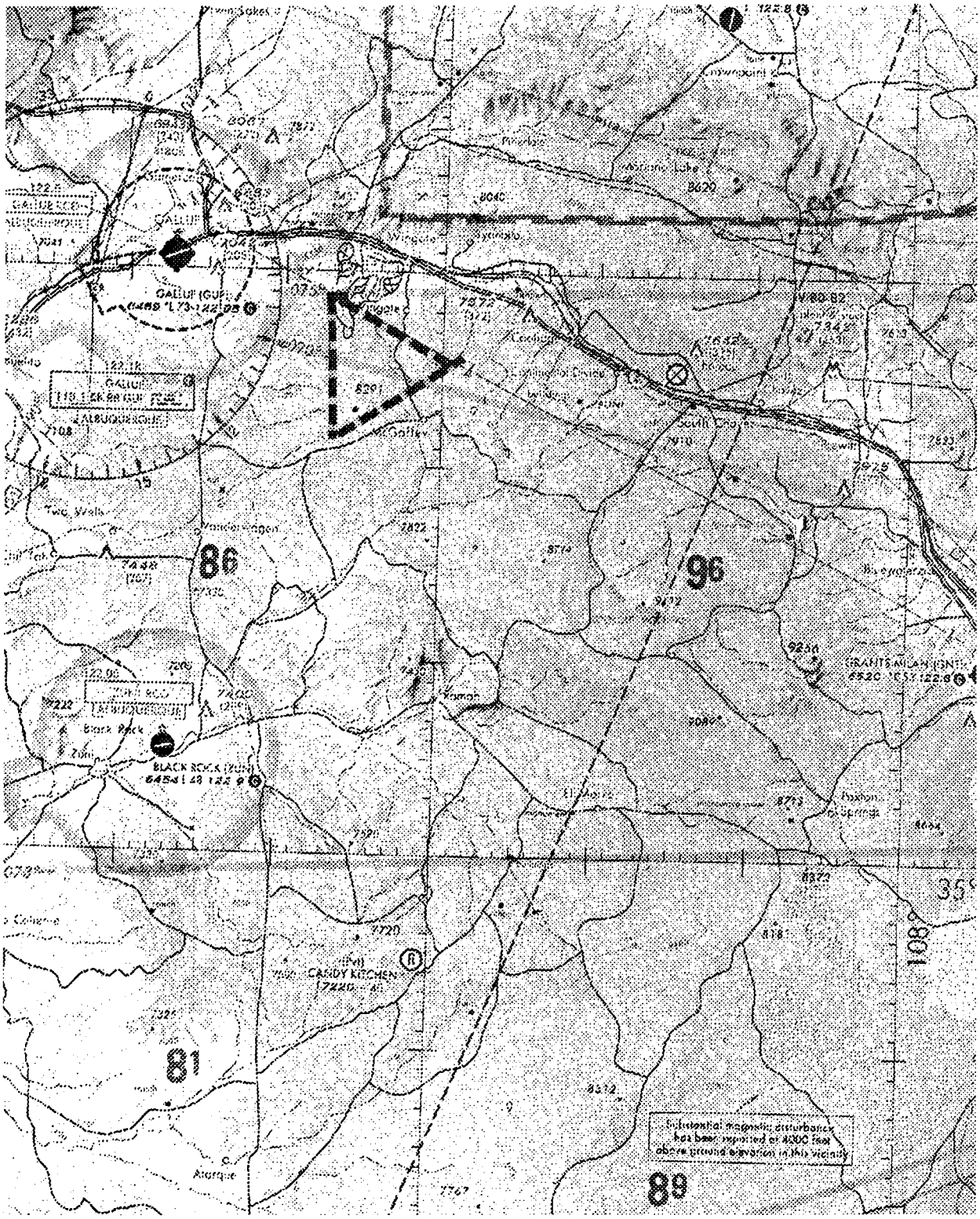
Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for these three areas and the corridor below the missile flight path from the launch at Fort Wingate, NM, to ground impact within White Sands Missile Range.

1/28/99 (ASW-530)

BOOSTER DROP AREA



LAUNCH AREA


GALLUP (GUP)
ALBUQUERQUE
BLACK ROCK (ZUN)
CANDY KITCHEN
86
96
81
89
Industrial magnetic disturbance has been reported at 4300 feet above ground elevation in this vicinity

WHITE SANDS MISSILE RANGE

WHITE SANDS MISSILE RANGE FAR 91.143

SPACE OPERATIONS AREA

(EFF: 091200Z thru 091530Z MAR 99)
(EFF: 111200Z thru 111530Z MAR 99)
(EFF: 231200Z thru 231530Z MAR 99)
(EFF: 251200Z thru 251530Z MAR 99)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited at any altitude from the 100 ft. above AGL to unlimited, within the following:

EASTERN AREA:

Beginning at LAT. 32°56N LONG. 106°04W; to LAT. 34°12N LONG. 106°04W; to LAT. 34°12N LONG. 105°44W; to LAT. 33°57N LONG. 105°27W; to LAT. 32°56N to LONG. 105°27W; to point of origin.

EXCLUDING 7.1 NM Radius around airport at LAT. 33°28N LONG. 105°32W from surfact to 14,000 FT MSL and 3 NM radius around airport at LAT. 34°07N LONG. 105°40W from surface to 1,500 FT AGL.

This area encompasses R5109A and R5109B

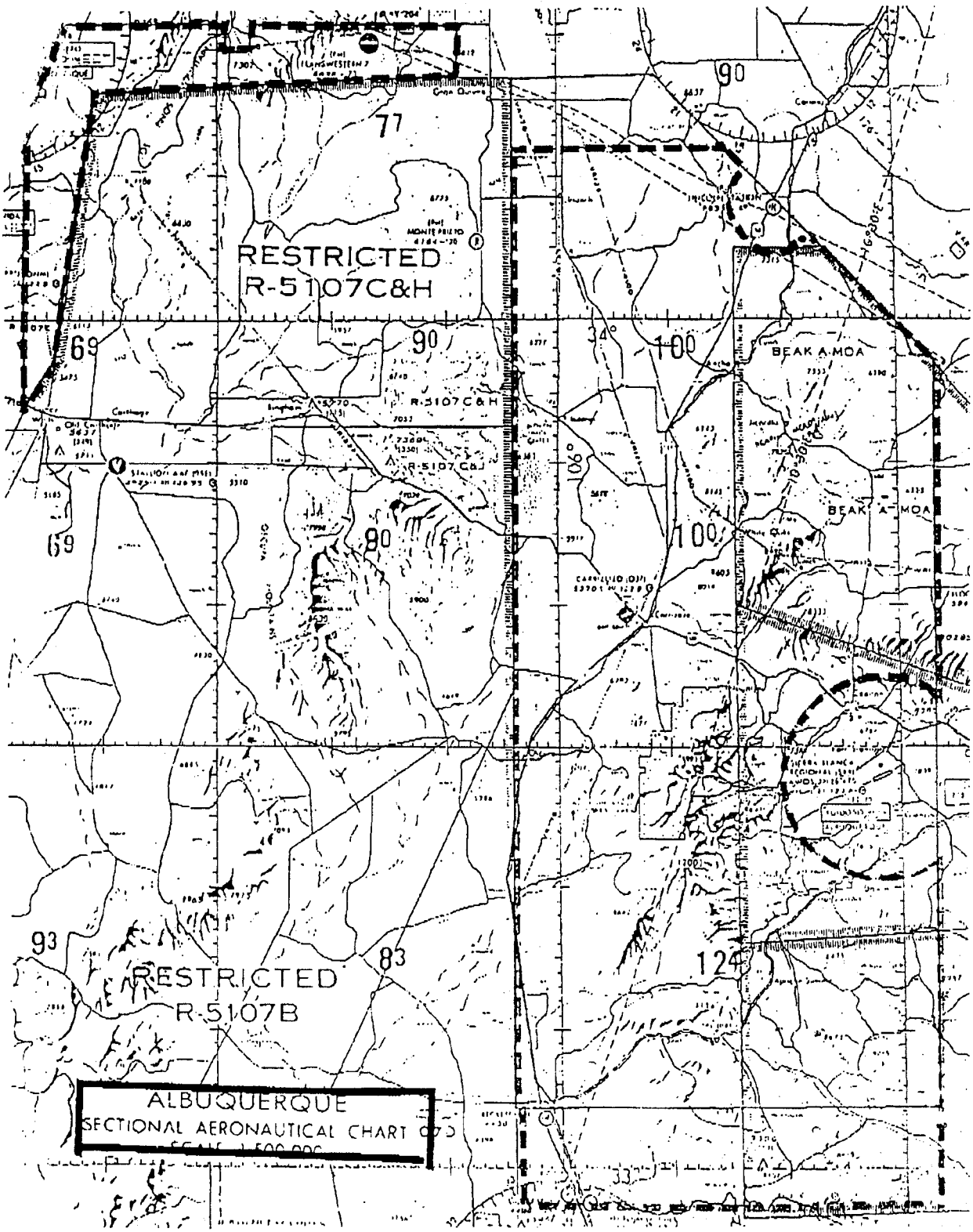
NORTHERN AREA:

Beginning at LAT. 33°54N LONG. 106°46W; to LAT. 34°05N LONG. 106°47W; to LAT. 34°20N LONG. 106°44W; to LAT. 34°20N LONG. 106°09W; to LAT. 34°17N to LONG. 106°09W; to LAT. 34°15N LONG. 106°40W; to LAT. 33°57N LONG. 106°44W; to point of origin.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for this area.

1/28/99 ASW-530)

WHITE SANDS MISSILE RANGE



ASCIET 99

LARGE SCALE MILITARY EXERCISE

February 23, 1999 through March 14, 1999

Beginning February 23, 1999, the United States Air Force All Service Combat Identification Team (ASCIET) will conduct a large scale exercise in Southeast Georgia and Northeast Florida.

EXERCISE DATES:	February 23, 1999 through March 14, 1999
EXERCISE TIMES:	Intermittent 0800 through 2300 EST daily
CHARTED AIRSPACE:	LIVE OAK MOA/ATCAA MOODY 1 MOA/ATCAA GATOR 1 MOA/ATCAA FT STEWART B1/B2/C1/C2 MOA QUICKTHRUST E/F/G/H/I/J/L/M/N MOA R-3005A/B/C/D/E R-3007A/B/C/D/E W-161A, W-132A/B, W-133, W-134, W-157A, W-158A/C, W-159/A IR-019 VR-1002, VR-1003, VR-1004

Exercise caution - high speed fighter aircraft operating in an area bounded by 3147N/8304W (AMG298032) to 3147N/8254W (AMG307025) to 3154N/8247W (AMG327026) to 3154N/8257W (AMG315032) to beginning, 200 feet AGL to and including 1,500 feet AGL

STATIONARY ALTITUDE RESERVATIONS:

3023.30N/8333.30W to 3037.45N/8334.15W to 3036.30N/8310.50W to 3023.01N/8310.30W to 3023.010N/8333.00W to beginning 14,000 feet MSL to and including 17,000 feet MSL (corridor from Live Oak MOA to Moody 1 MOA)

3141.00N/8306.45W to 3202.30N/8328.00W to 3204.01N/8224.19W to 3145.01N/8212.59W to beginning 12,000 feet MSL to and including 14,000 feet MSL (corridor from Moody 1 MOA to Quickthrust L MOA)

Airspace overlying that portion of Quickthrust I MOA west of the Gator 1 MOA up to and including FL230

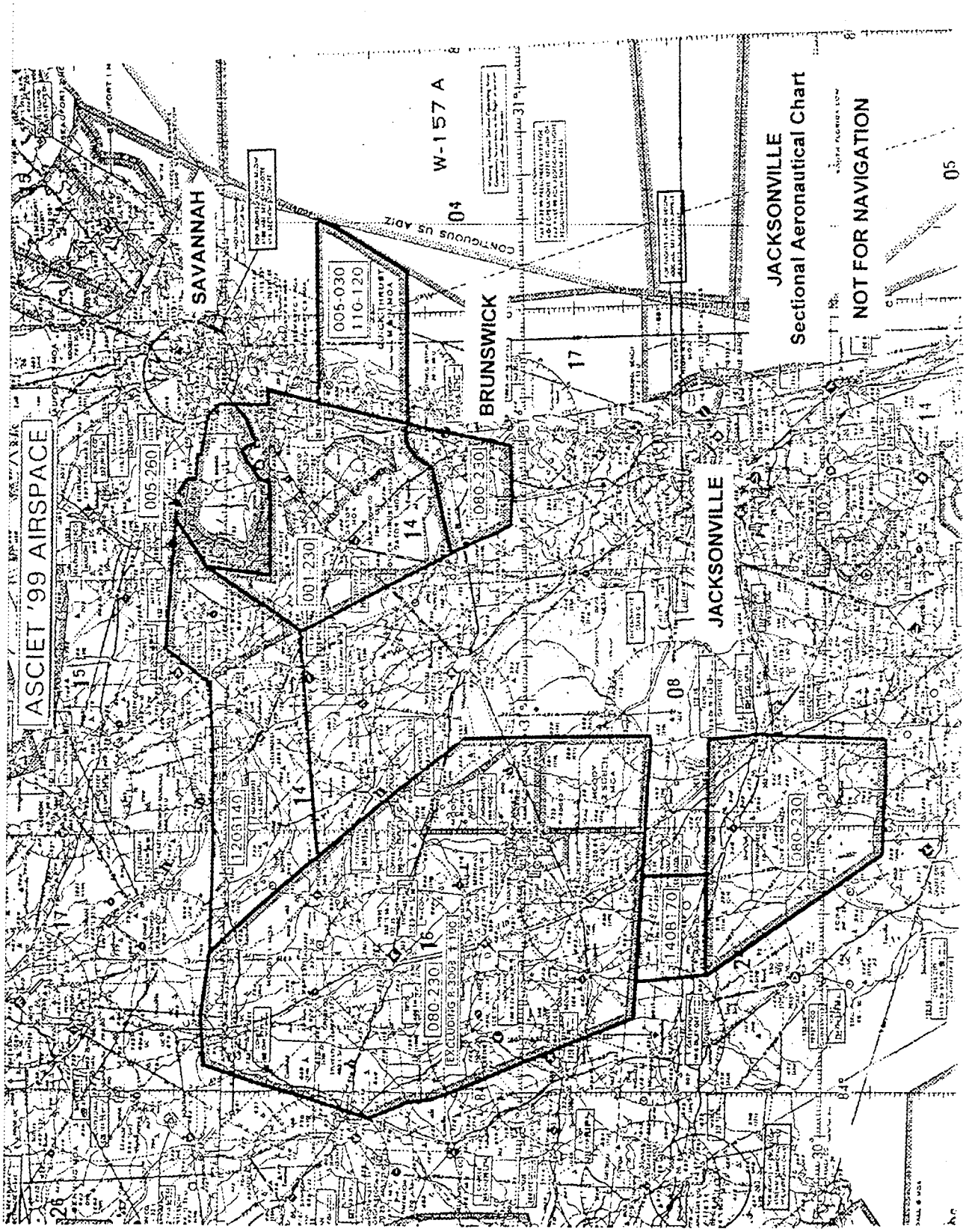
Airspace overlying Quickthrust G MOA up to and including FL260

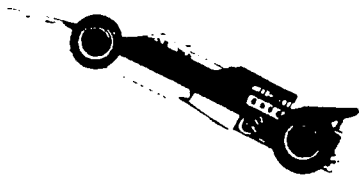
Airspace overlying Quickthrust H MOA up to and including FL230

Jacksonville Center is the FAA coordination facility, telephone (904) 549-1542

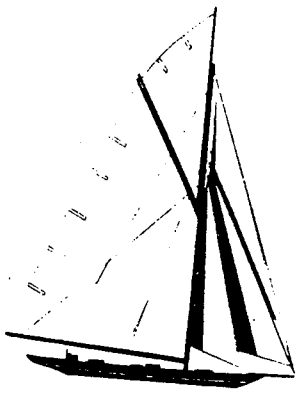
12/10/98 ATA-400

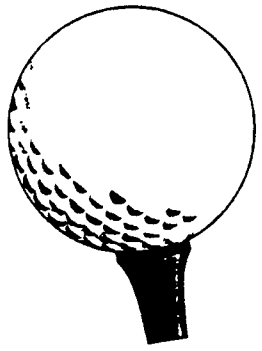
ASCIET 99


ASCIET '99 AIRSPACE
SAVANNAH
BRUNSWICK
JACKSONVILLE
JACKSONVILLE
Sectional Aeronautical Chart
NOT FOR NAVIGATION
W-157 A
005-030
110-120
080-230
001-230
005-260
120-140
140B170
EXCLUDING R-3009
CONTIGUOUS US ADIZ



MAJOR SPORTING and/or ENTERTAINMENT EVENTS





ASPEN SKI SEASON 1998-1999

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

Aspen-Pitkin County/Sardy Field Airport (ASE)

STMP eligibility dates
November 25, 1998, through March 31, 1999
By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating into and out of the Aspen-Pitkin County/Sardy Field Airport during the 1998/1999 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

* * * IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM * * *

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Aspen-Pitkin County/Sardy Field Airport (ASE) from November 25, 1998, through March 31, 1999, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Aspen Ski Season STMP may be issued up to two (2) days in advance but will be implemented by the evening prior to the affected day(s) for **arrival aircraft only** and a **NOTAM** issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Aspen Ski Season STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

* * * IFR ARRIVALS * * *

After the NOTAM implementing the Aspen Ski Season STMP has been issued, pilots shall contact the Denver Center TMU Computer Voice Reservation System (CVRS) at **1-800-972-1275** for an arrival slot reservation time at the Aspen airport. Be prepared to provide the following information:

a. ETA at ASE

b. Aircraft Identification

Denver Center TMU CVRS will assign an arrival slot time for each IFR arrival aircraft for the Aspen airport. A CVRS code, which will include the arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a CVRS code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to ASE will not be accepted, except for emergency situations.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, can expect extensive airborne delays or a reroute to their alternate destination unless a revised reservation slot is approved by ZDV TMU.

Call cancellations to CVRS 1-800-972-1275.

* * * IFR FLIGHT PLANS * * *

IFR flights operating into ASE should file an appropriate preferred route between the hours of 1400-0200 UTC (0700-1900 MST) daily.

To ASE:	
DVV..DBL..ASE	RLG.V361/V421.DBL..ASE
FQF..DBL..ASE	NATTI..DBL..ASE
PUB.J28.DBL145R..DBL..ASE	GUILT..DBL..ASE
ALS..DBL..ASE	PITMN..DBL..ASE
MTJ.V361.DBL..ASE	TRUEL..DBL..ASE
EKR.V108.DBL..ASE	

10/2/98 (AMN-530)

EAGLE SKI SEASON 1998-1999

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

Eagle County Regional Airport (EGE)

STMP eligibility dates
November 25, 1998, through March 31, 1999
By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating into and out of the Eagle County Regional Airport during the 1998/1999 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

* * * IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM * * *

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Eagle County Regional (EGE) Airport from November 25, 1998, through March 31, 1999, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Eagle Ski Season STMP may be issued up to two (2) days in advance but will be implemented the evening prior to the affected day(s) for **arrival aircraft only** and a NOTAM issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Eagle Ski Season STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

* * * IFR ARRIVALS * * *

After the NOTAM implementing the Eagle Ski Season STMP has been issued, pilots shall contact the Denver Center TMU Computer Voice Reservation System (CVRS) at **1-800-972-1275** for an arrival slot reservation time at the Eagle airport. Be prepared to provide the following information:

a. ETA at EGE

b. Aircraft Identification

Denver Center TMU CVRS will assign an arrival slot time for each IFR arrival aircraft for the Eagle airport. A CVRS code, which will include arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a CVRS code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to EGE will not be accepted, except for emergency situations.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, can expect extensive airborne delays or a reroute to their alternate destination unless a revised reservation slot is approved by ZDV TMU.

Call cancellations to CVRS 1-800-972-1275.

* * * IFR FLIGHT PLANS * * *

IFR flights operating into EGE should file an appropriate preferred route between the hours of 1400–0200 UTC (0700–1900 MST) daily.

To EGE:
RLG..EGE
DVV..RLG..EGE
HBU..RIL..RLG..EGE
JNC..RLG..EGE
EKR..RLG..EGE

10/2/98 (AMN-530)

RIFLE SKI SEASON 1998-1999

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

Rifle/Garfield County Regional (RIL)
Rifle, Colorado

STMP eligibility dates
November 25, 1998, through March 31, 1999
By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating into and out of the Rifle/Garfield County Regional Airport during the 1998/1999 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

* * * IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM * * *

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Rifle/Garfield County (RIL) Airport from November 25, 1998, through March 31, 1999, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Rifle Ski Season STMP may be issued up to two (2) days in advance but will be implemented by the evening prior to the affected day(s) for **arrival aircraft only** and a **NOTAM** issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Rifle Ski Season STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

* * * IFR ARRIVALS * * *

After the NOTAM implementing the Rifle Ski Season STMP has been issued, pilots shall contact the Denver Center TMU Computer Voice Reservation System (CVRS) at **1-800-972-1275** for an arrival slot reservation time at the Rifle airport. Be prepared to provide the following information:

a. ETA at RIL

b. Aircraft Identification

Denver Center TMU CVRS will assign an arrival slot time for each IFR arrival aircraft for the Rifle airport. A CVRS code, which will include arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a CVRS code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to RIL will not be accepted, except for emergency situations.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, can expect extensive airborne delays or a reroute to their alternate destination unless a revised reservation slot is approved by ZDV TMU.

Call cancellations to CVRS 1-800-972-1275.

* * * IFR FLIGHT PLANS * * *

IFR flights operating into RIL should file an appropriate preferred route between the hours of 1400–0200 UTC (0700–1900 MST) daily.

To RIL:
DVV..DBL..RIL
FQF..DBL..RIL

10/2/98 (AMN-530)

FAMILY CIRCLE TENNIS TOURNAMENT

TEMPORARY AIR TRAFFIC SERVICES

HILTON HEAD ISLAND, SOUTH CAROLINA (HXD)

APRIL 2 THRU APRIL 4, 1999

In anticipation of increased aircraft activity operating into and out of the Hilton Head Island, South Carolina Airport during the Family Circle Tennis Tournament, the following procedures will be used to enhance safety and minimize air traffic delays in this environment.

**** FLIGHT PLANS ****

Pilots are urged to file flight plans at least four (4) hours prior to proposed time of departure with ANDERSON AFSS at 1-800-992-7433.

**** VFR FLIGHT PLAN CANCELLATION ****

Arriving VFR aircraft are requested to cancel flight plans with ANDERSON AFSS via telephone on 1-800-992-7433.

**** PREFLIGHT BRIEFINGS ****

The SOUTH CAROLINA AFSS is located at Anderson, South Carolina. Preflight Weather Briefings can be obtained by dialing 1-800-992-7433.

**** AIRPORT TRAFFIC CONTROL TOWER ****

Temporary ATCT in operation at the Hilton Head Airport. All aircraft within an eight (8) mile radius of Hilton Head Airport contact Hilton Head Tower on 126.05 MHz.

HILTON HEAD TOWER.

Hours of operation:

0900 - 1900	LOCAL FRIDAY and SATURDAY
0900 - 2000	LOCAL SUNDAY

HILTON HEAD TOWER 126.05 MHz

HILTON HEAD GROUND/CLEARANCE DELIVERY 121.4 MHz

HILTON HEAD UNICOM 123.0 MHz (When tower is closed)

PILOTS ARE URGED TO OBTAIN A COMPLETE WEATHER BRIEFING AND REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT.

When the tower is closed, pilots on IFR flight plans arriving Hilton Head Airport are reminded to cancel IFR as soon as feasible with Savannah or Beaufort Approach Control, or on remote frequency 121.1 when on the ground. 121.1 is also used to obtain IFR clearances and releases on the airport when the tower is closed.

1/25/99 (ASO-530)

MCI CLASSIC GOLF TOURNAMENT

TEMPORARY AIR TRAFFIC SERVICES

HILTON HEAD ISLAND, SOUTH CAROLINA (HXD)

APRIL 14 THRU APRIL 18, 1999

In anticipation of increased aircraft activity operating into and out of the Hilton Head Island, South Carolina Airport during the MCI Classic Golf Tournament, the following procedures will be used to enhance safety and minimize air traffic delays in this environment.

**** FLIGHT PLANS ****

Pilots are urged to file flight plans at least four (4) hours prior to proposed time of departure with ANDERSON AFSS at 1-800-992-7433.

**** VFR FLIGHT PLAN CANCELLATION ****

Arriving VFR aircraft are requested to cancel flight plans with ANDERSON AFSS via telephone on 1-800-992-7433.

**** PREFLIGHT BRIEFINGS ****

The SOUTH CAROLINA AFSS is located at Anderson, South Carolina. Preflight Weather Briefings can be obtained by dialing 1-800-992-7433.

**** AIRPORT TRAFFIC CONTROL TOWER ****

Temporary ATCT in operation at the Hilton Head Airport. All aircraft within an eight (8) mile radius of Hilton Head Airport contact Hilton Head Tower on 126.05MHz.

HILTON HEAD TOWER.

Hours of operation:

0900 - 1900	LOCAL WEDNESDAY thru SATURDAY
0900 -.2000	LOCAL SUNDAY

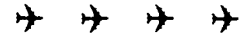
HILTON HEAD TOWER 126.05 MHz

HILTON HEAD GROUND/CLEARANCE DELIVERY 121.4 MHz

HILTON HEAD UNICOM 123.0 MHz (When tower is closed)

PILOTS ARE URGED TO OBTAIN A COMPLETE WEATHER BRIEFING AND REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT.

When the tower is closed, pilots on IFR flight plans arriving Hilton Head Airport are reminded to cancel IFR as soon as feasible with Savannah or Beaufort Approach Control, or on remote frequency 121.1 when on the ground. 121.1 is also used to obtain IFR clearances and releases on the airport when the tower is closed.



1/25/99 (ASO-530)

MASTERS GOLF TOURNAMENT

SPECIAL AIR TRAFFIC PROCEDURES

AUGUSTA, GEORGIA AREA

APRIL 5-12, 1999

In anticipation of the large number of aircraft traveling to and from the Augusta, Georgia area during the Masters Golf Tournament, special air traffic procedures will be used at the following airports:

Bush Field (AGS), Georgia	**Daniel Field** (DNL), Georgia
Aiken Muni (AIK), South Carolina	**Thomson-McDuffie County** (HQU), Georgia

**** AUGUSTA BUSH (AGS) FBO AIRPORT INFORMATION ****

Restricted Operations: All cargo, training flights, practice approaches and touch-and-go operations are prohibited April 5-12, 1999.

Uncontrolled Ramp Areas: All ramp areas are uncontrolled movement areas. Pilots operating in uncontrolled movement areas do so at their own risk. Be alert for taxiing aircraft, aircraft with engines running, and vehicle/pedestrian traffic. Due to the volume of traffic anticipated, all excessive engine running is prohibited.

Taxiway C: Taxiway C is an active North/South taxiway which separates a ramp constructed of military specification steel planking from the main ramp. Aircraft must obtain approval from ground control on frequency 121.9 prior to crossing Taxiway C. Pedestrians are prohibited from crossing the active taxiway on foot. Please contact the FBO on frequency 122.95 for transportation.

Vehicular Traffic: No ground vehicles are allowed on ramps except those belonging to the Airport and to Airport tenants.

Departure Procedures: Check FOB flight planning room for the current departure procedures.

Engine Start-Up and Taxi: Pilots are required to delay engine start-up until immediately prior to taxi. Do not expect taxi instructions until within 15 minutes of assigned departure time. All excessive engine running is prohibited. Pilots are requested to monitor ATIS on 132.75 prior to engine start-up.

Landing Fees: Commercial operators providing charter service will be assessed landing fees. Fees are based on size and weight of aircraft. Advise the FOB if you are not operating as a commercial operator.

Ramp Fees: The FBO will impose ramp fees on all aircraft. Fees are based on weight and size of aircraft.

**** SPECIAL TRAFFIC MANAGEMENT PROCEDURES ****

ARRIVALS:

IFR Arrival Slot Reservation Program: A Special Traffic Management Program for all domestic IFR flights will be in effect Monday, April 5, 1999, through Monday, April 12, 1999. Reservations are required for aircraft arriving **AGS, AIK, HQU,** and **DNL** between 0600 LCL (1000 UTC) and 2300 LCL (0300 UTC). Reservation requirements apply to all IFR aircraft except regularly scheduled air carrier/air taxi operations into AGS as listed in the Official Airline Guide (OAG). Arrival slot times may be obtained **NOT MORE THAN 72 HOURS PRIOR TO YOUR ESTIMATED TIME OF ARRIVAL** by contacting the Computerized Voice Reservation System (CVRS) at 1-800-875-9755 or via personal computer with modem at 1-800-875-9762.

Be prepared to provide the following information:

a. Destination airport

b. Requested time of arrival

c. Aircraft identification

In order to expedite your movement through the AGS area, ensure that flight plans are filed at least three hours prior to ETD and that reservation confirmation codes are included in the remarks section of your flight plan.

Reservation cancellations should be completed through the CVRS system.

**** For more information on the use of CVRS, consult the Aeronautical Information Manual ****

The number of arrival slots is based on airport and airspace capacity. Therefore, no advantage will be gained by canceling IFR and proceeding VFR.

VFR arrivals should plan on extensive delays.

Pilots are expected to arrive no earlier than 15 minutes prior to assigned arrival slot time and no later than 15 minutes after assigned arrival slot time. In addition, arrival slot times are airport specific. *Therefore, if a destination change is necessary, you will be required to obtain a slot for the new airport of intended landing.* **New slots may only be obtained by contacting CVRS.**

IFR Arrivals

Preferred Arrival Routings:

Jet and turboprop aircraft filed into AGS, DNL, HQU, or AIK should file via one of the following preferred routes:

ATL AHN V417 MSTRS direct AGS, HQU, or AIK

ATL AHN V325 BLANE IRQ direct DNL

VXV SPA GRD IRQ direct destination

CAE direct AGS or AIK

CAE V325 BLANE IRQ direct DNL or HQU

ALD V417 IRQ AGS

PSK SPA GRD IRQ direct destination

Piston and turboprop aircraft with filed TAS of 210 kts. or less filed into **AGS, DNL, HQU,** and **AIK** should file via one of the following preferred routes:

AHN V417 MSTRS direct AGS or HQU

AHN V325 BLANE IRQ direct DNL or AIK

MCN MCN060 MCN060045 direct AGS or AIK (non-DME, expect radar vectors)

MCN V56 HARLE direct DNL or HQU

CAE CAE235 CAE235040 direct AGS

CAE V325 BLANE IRQ direct DNL or HQU

CAE direct AIK

GRD V185 IRQ direct destination

ALD V417 IRQ AGS

VFR Arrivals:

Due to the high volume of traffic in the Augusta area, VFR arrivals can expect lengthy delays outside Augusta Class D airspace during peak traffic periods. VFR advisory service within the Augusta terminal area will be on a workload permitting basis. VFR arrivals should contact Augusta Approach Control on 126.8 (260-349 degrees) or 119.15 (350-259 degrees) at least 15 miles from Bush Field for sequencing to AGS.

Departures:

IFR Departure Slot Reservation Program: A Special Traffic Management Program for all domestic IFR flights will be in effect Monday, April 5, 1999, through Monday, April 12, 1999. Reservations are required for aircraft departing **AGS, AIK, HQU,** and **DNL** between 0600 LCL (1000 UTC) and 2300 LCL (0300 UTC). Reservation requirements apply to all IFR aircraft except regularly scheduled air carrier/air taxi operations into AGS as listed in the Official Airline Guide (OAG). Departure slot times may be obtained

NOT MORE THAN 72 HOURS PRIOR TO YOUR ESTIMATED TIME OF DEPARTURE by contacting the Computerized Voice Reservation System (CVRS) at 1-800-875-9755 or via personal computer with modem at 1-800-875-9762.

Be prepared to provide the following information:

a. Departure airport

b. Requested time of departure

c. Aircraft identification

In order to expedite your movement through the AGS area, ensure that flight plans are filed at least three (3) hours prior to ETD and that reservation confirmation codes are included in the remarks section of your flight plan.

Reservation cancellations should be completed through the CVRS system.

**** For more information on the use of CVRS, consult the Aeronautical Information Manual ****

Aircraft are expected to be ready to taxi no more than 15 minutes prior to their departure slot time and no later than 15 minutes after their departure slot time. Aircraft not ready for taxi within 15 minutes of their departure slot time may be required to obtain a revised departure slot time from the Atlanta ARTC Center Traffic Management Unit.

IFR and VFR Departures: In order to keep traffic and frequency congestion to a minimum:

DO NOT CALL GROUND CONTROL TO TAXI until you are the number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT TAXI until you have received taxi instructions and, if IFR, have received a clearance.

DO NOT CALL THE TOWER FOR DEPARTURE until you are in the number one position for the runway.

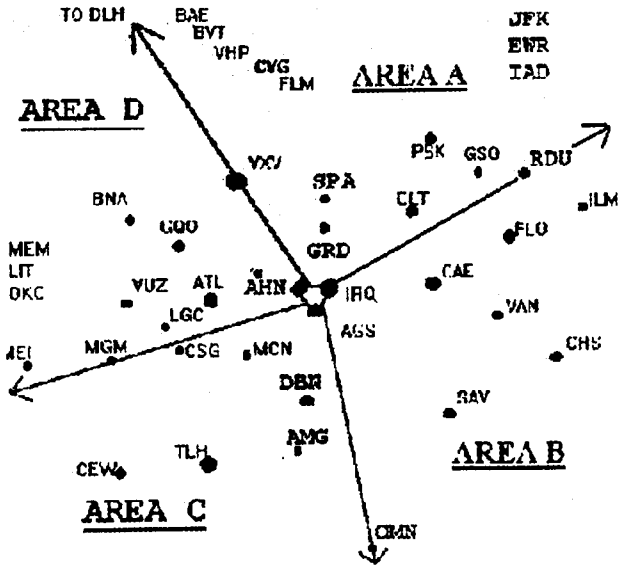
AGS, BUSH FIELD. All departing aircraft contact clearance delivery on 118.2. Advise if IFR or VFR.

DNL, DANIEL FIELD. All departing aircraft contact ground control on 121.7. Advise if IFR or VFR.

IFR Departures:

Preferred Departure Routings:

AGS and AIK Departures:



Aircraft departing AGS or AIK requesting at or above 11,000 feet should file one of the following fixes as the first fix in their route of flight based upon the graph:

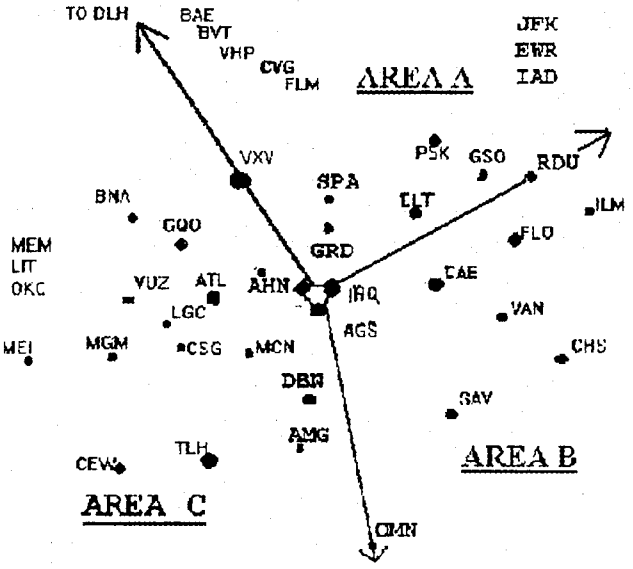
AREA A: File SPA, GRD, PSK, or VXV;

AREA B: File CAE, CHS, SAV, or ILM;

AREA C: File MCN, CSG, MGM, DBN;

AREA D: File ATL, VUZ, AHN, or GQO

DNL and HQU Departures:



Aircraft departing DNL or HQU requesting at or above 11,000 feet should file one of the following fixes as the first fix in their route of flight based upon the graph above:

AREA A: File SPA, GRD, PSK, or VXV;

AREA B: File CAE, CHS, SAV, or ILM;

AREA C: File MCN, CSG, ATL, DBN, or AHN

VFR Departures:

Due to the high volume of traffic, VFR departures should not expect to obtain an IFR clearance within 100 miles of AGS.

IFR Overflights:

IFR overflights below 16,000 feet MSL can expect a routing to avoid the Augusta area.

**** TEMPORARY ATC SERVICES ****

The FAA will operate a temporary Air Traffic Control Tower at Daniel Field (DNL) during the following time periods:

Date	*Time of Operation*
April 7-10	1200-0000 UTC
April 11	1200-0100 UTC
April 12 (Rain Date)	1200-0100 UTC

Control Tower Radio Call

Tower	*Frequency*
DANIEL TOWER	124.85 MHz
Ground Control	121.7 MHz

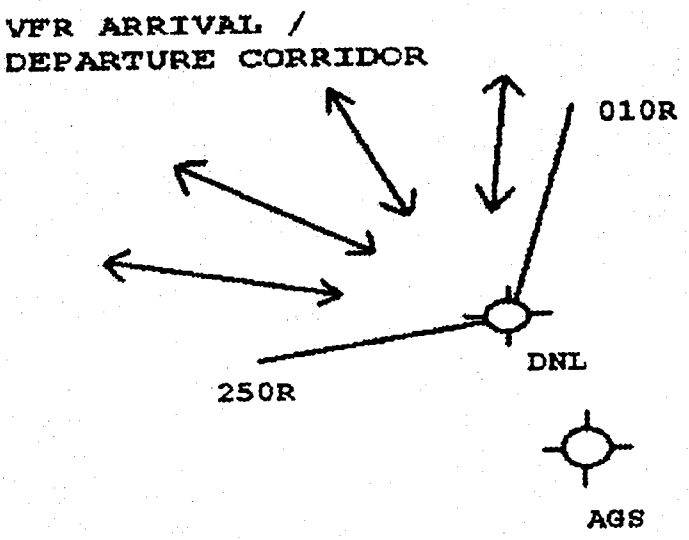
Flight Service Station

Macon AFSS	122.3 MHz

Automated Weather

DNL ASOS Weather	135.275 MHz

VFR arrivals and departures to/from DNL: Due to the heavy congestion and close proximity of Bush Field and Daniel Field, VFR arrivals and departures are advised to operate in the northwest corridor of DNL as follows:



**** MACON AUTOMATED FLIGHT SERVICE STATION ****

Pilot briefing and flight planning services are available by telephoning Macon AFSS at:

1-800-WX-BRIEF (1-800-992-7433).

REMEMBER TO CLOSE YOUR FLIGHT PLAN

IFR Flight Plans: DUE TO EXPECTED FREQUENCY CONGESTION, AIR FILED FLIGHT PLANS MAY NOT BE ACCEPTED.

ASO-530 (1/7/99)

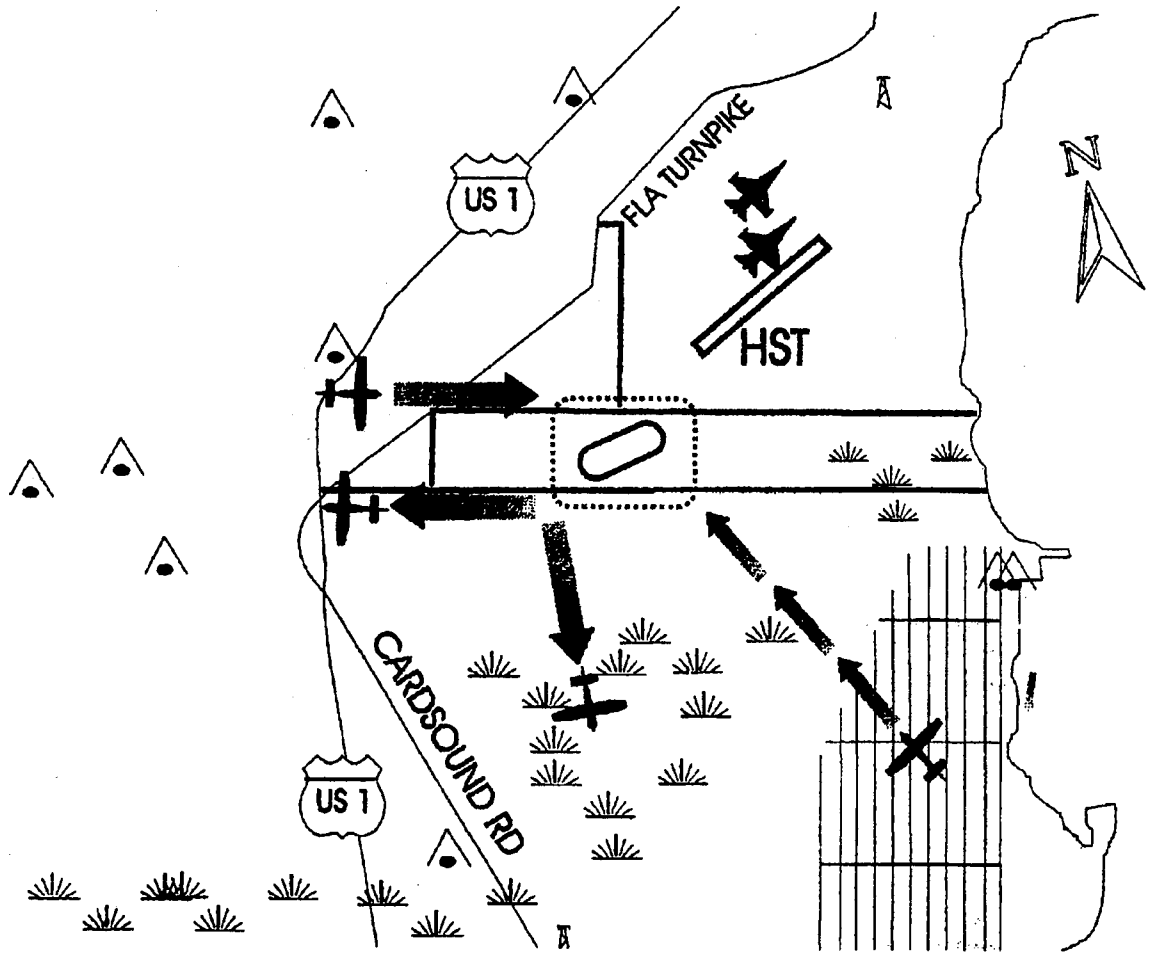
HOMESTEAD GRAND PRIX
and
TRUCK RACE

March 18-21, 1999

1. Any aircraft planning to participate in any function of the race (banner tows, fixed wing, airships or helicopters) should contact Homestead ARS ATC Manager (305) 224- 7510 for information on mandatory briefing held prior to race.

2. There may be active scramble by F15's from HST at anytime.

3. All non-participating aircraft are warned to be aware of high density traffic at or below 2500 M.S.L. in the area sunrise to sunset



1/25/99 (MIAMI ARTCC)

CRACKER BARREL OLD COUNTRY STORE 500 WEEKEND

HAMPTON, CLAYTON COUNTY
TARA FIELD (4A7)
HAMPTON, GEORGIA

Saturday, March 13 and Sunday, March 14, 1999

TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary tower at Clayton County - Tara Field, Hampton, Georgia, on **March 13** from 0700-1900 LCL and **March 14** from 0600-2000 LCL, or any future days of the **1999 Cracker Barrel Old Country Store 500 Weekend** (in case of rain delay/cancellation). Due to an expected high volume of air traffic, special procedures will be implemented to enhance safety and minimize delays.

4A7 TOWER FREQUENCIES

TOWER:	128.75
GROUND:	118.2
MACON AUTOMATED FLIGHT SERVICE STATION:	122.6, 122.2
ATLANTA APPROACH CONTROL EAST OF V97 and SOUTH of V18:	132.55
ATLANTA APPROACH CONTROL WEST OF V97 and SOUTH of V18:	119.8

GENERAL

All types of aircraft, including helicopters, blimps, and banner tow aircraft, will be operating in the area. **Pilots are requested to enter the pattern with gear down and landing lights on, keep radio transmissions brief to reduce frequency congestion,** maintain a pattern as close to the airport boundary as operating characteristics and sequencing will safely allow, and expedite clearing the runway after landing. Ground Control will not be provided for arriving aircraft. Airport personnel will direct aircraft to parking areas. Light aircraft should expect to park on unpaved surfaces. Aircraft parked on unpaved areas adjacent to the parallel taxiway may request an intersection departure prior to entering the taxiway.

HELICOPTERS DESIRING TO LAND INSIDE THE TRACK OVAL MUST RECEIVE PERMISSION FROM ATLANTA RACETRACK OFFICIALS.

FLIGHT SERVICE STATION

Contact Macon Automated Flight Service Station at 1-800 WX-BRIEF (992-7433) for flight planning and weather briefings. Contact Flight Service on 122.6 or 122.2 for VFR flight plan activation and closure. Inflight pilot reports are encouraged on this frequency.

VFR ARRIVALS

All VFR aircraft contact Tara Tower approximately 10 miles from the airport.

UNLESS OTHERWISE DIRECTED BY ATC, ALL AIRCRAFT ENTER MIDFIELD DOWNWIND ON THE NORTH SIDE OF THE AIRPORT. **Pilots are requested to enter the pattern with landing lights on and gear down.**

A left traffic pattern will be used for Runway 6 and a right traffic pattern will be used for Runway 24.

Traffic pattern altitude for turbojet aircraft is 2200 feet MSL. Traffic pattern altitude for all other aircraft except helicopters is 1700 feet MSL. Pattern altitude for helicopters is 1400 feet MSL.

VFR DEPARTURES

Monitor ground control on 118.2 prior to entering the parallel taxiway and contact ground control entering the parallel taxiway. Advise the ground controller of call sign, state "VFR," and proposed direction of flight, e.g. "CESSNA XXXX, VFR, WESTBOUND."

ALL AIRCRAFT SHOULD BE READY FOR DEPARTURE WHEN THEY BECOME NUMBER ONE.

IFR ARRIVALS

All IFR ARRIVALS should be prepared to enter the VFR traffic pattern. IFR arrivals should be familiar with the VFR arrival procedure. **Pilots are requested to enter the pattern with landing lights on and gear down.**

IFR DEPARTURES

All IFR aircraft departing after the **March 13** race prior to 1730 LCL are requested to file flight plans with a 1600 LCL proposed departure time. All IFR aircraft departing after the **March 14** race prior to 1830 LCL are requested to file flight plans with a 1530 LCL proposed departure time. This process allows time for Atlanta Approach Control to process the flight plan to the temporary tower and will help minimize departure delays. Atlanta Approach Control will ensure these flight plans will not expire prior to the closure of the tower.

PRINTED COPIES OF IFR CLEARANCES MUST BE PICKED UP FROM THE CLEARANCE DELIVERY DESK IN THE AIRPORT'S FBO BUILDING.

Monitor ground control on 118.2 prior to entering the parallel taxiway and contact ground control entering the parallel taxiway. Advise the ground controller of call sign, state "IFR" to destination, e.g. "N1234 IFR to Charlotte".

ALL AIRCRAFT SHOULD BE READY FOR DEPARTURE WHEN THEY BECOME NUMBER ONE.

1/26/99 (ASO-530)

NCAA FINAL FOUR BASKETBALL TOURNAMENT

SPECIAL TRAFFIC MANAGEMENT PROGRAM

ST. PETERSBURG/TAMPA, FLORIDA

MARCH 26 through 30, 1999

In anticipation of a significant number of aircraft traveling to the St.Petersburg/Tampa Florida area during the NCAA Final Four Basketball Tournament, special traffic management procedures will be implemented to enhance safety and minimize air traffic delays at Tampa International and surrounding airports.

TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration will utilize a Special Traffic Management Program (STMP) for all domestic non-scheduled IFR **arrivals** and **departures** at the following airports:

Tampa International Airport	TPA
St.Petersburg/Clearwater Airport	PIE
Albert Whitted Airport	SPG

A slot reservation will be required for domestic non-scheduled IFR **arrivals** during the following dates/times:

DATE	DAY	TIME (EST)	TIME (UTC)
March 26	Friday	0700-2200	261200-270300
March 27	Saturday	0700-2200	271200-280300
March 28	Sunday	0700-2200	281200-290300
March 29	Monday	0700-2200	291200-300300

A slot reservation will be required for domestic non-scheduled IFR **departures** during the following dates/times:

DATE	DAY	TIME (EST)	TIME (UTC)
March 27	Saturday	1500-0200	272000-280700
March 29	Monday	2100-0300	300200-300800
March 30	Tuesday	0700-1500	301200-302000

Slot reservations will be available for the entire duration of the STMP commencing on Tuesday March 23, 1999 at 0700 EST (1200 UTC).

HOW TO OBTAIN A SLOT RESERVATION

To obtain a slot reservation, Pilots may call the Computerized Voice Reservation System (CVRS) at (800)-875-9755 or by personal computer with modem at (800)-875-9762. Pilots should be prepared to provide their arrival/departure airport and proposed UTC arrival/departure time. Upon confirmation of a slot reservation, CVRS will provide a five (5) digit reservation number. This slot reservation confirmation number must be included in the remarks section of the flight plan. Aircraft must arrive/depart within +/- 15 minutes of their slot reservation time. If a flight plan requires cancellation, pilots are instructed to call CVRS as early as possible in order to release the slot reservation for another flight. The reservation system will be available 24 hours a day. For information on how to use the CVRS see a current edition of the Airman's Information Manual.

If you experience difficulty completing a slot reservation, pilots may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO) at (703) 904-4452. The ARO telephone number is for reservations only, not for general information concerning the STMP.

FLIGHT PLANS AND WEATHER INFORMATION

Contact St. Petersburg Automated Flight Service Station as follows:

Telephone/Flight Plan filing call :

Tampa / St. Petersburg area	727-531-1495
Outside Tampa / St. Petersburg area	1-800-992-7433

For VFR flight plan opening/closures contact St. Petersburg AFSS (RADIO):

Tampa / St. Petersburg area	122.45

The flight plan should be filed at least four (4) hours prior to the proposed time of departure. **INCLUDE THE SLOT RESERVATION CONFIRMATION NUMBER IN THE REMARKS SECTION OF THE FLIGHT PLAN.** Reservation numbers included in the flight plans will be verified with a master list to insure compliance with the program.

EXCEPT FOR EMERGENCY SITUATIONS, AIR FILED FLIGHT PLANS TO OR FROM THE TAMPA / ST. PETERSBURG AREA AIRPORTS WILL NOT BE ACCEPTED.

CONTROL TOWER HOURS OF OPERATION

The St. Petersburg/Clearwater and Albert Whitted ATC Towers are part-time facilities. Due to the anticipated increase in air traffic activity, the hours of operation for these towers for the dates listed below will be:

Tower	March 27 (Saturday)	March 29 (Monday)	March 30 (Tuesday)
PIE	0630 lcl (Sat) 0300 lcl (Sun)	0630 lcl (Mon) 0300 lcl (Tue)	0600 - 2200 lcl
SPG	0700 lcl (Sat) 0200 lcl (Sun)	0700 lcl (Mon) 0200 lcl (Tue)	0600 - 2100 lcl

AIRPORT SERVICES

OVERNIGHT PARKING

It is recommended that pilots obtain overnight parking reservations at the airport of their choice as early as possible to assure availability. The issuance of a Special Traffic Management slot reservation does **NOT** imply or have any relationship to parking availability.

IFR/VFR DEPARTURE PROCEDURES

From Tampa, St. Petersburg-Clearwater, and St. Petersburg Albert Whitted Airports:

a. DO NOT request IFR departure clearance prior to 20 minutes before estimated time of departure. (i.e.: slot time).

b. Expect gate hold procedures to be in effect. All IFR departures require a slot reservation during the Special Traffic Management Program time period. **NO IFR SERVICE OR EXPEDITIOUS HANDLING WILL BE PROVIDED WITHOUT A SLOT RESERVATION.** VFR departures requesting radar service may anticipate a lengthy delay perhaps an hour or longer.

c. DO NOT begin taxiing until clearance is received from Ground Control.

d. DO NOT contact tower for takeoff until in the number one (1) position for takeoff. State complete aircraft identification, departure runway, and advise that you are IFR or VFR requesting RADAR service.

e. DO NOT expect RADAR service once you are airborne unless you have received a transponder code and departure control frequency from clearance delivery/ground control.

Airport	ATIS	Clearance Delivery	Ground	Tower
TPA	ARR 126.45 DEP 128.47	133.6	121.7	119.5
PIE	134.5	120.6	121.9	118.3
SPG	ASOS 118.875		121.8	127.4

1/25/99 (MIAMI ARTCC)

TEXAS 500 NASCAR RACE

SPECIAL TRAFFIC MANAGEMENT PROGRAM

FORT WORTH, TEXAS

MARCH 26 through 28, 1999

In anticipation of a significant number of aircraft traveling to the Forth Worth, Texas area during the TEXAS 500 NASCAR Race, special traffic management procedures will be implemented to enhance safety and minimize air traffic delays at selected airports in the vicinity of Forth Worth Texas.

TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration (FAA) will utilize a Special Traffic Management Program (STMP) for all domestic non-scheduled IFR **arrival** aircraft at the following airports:

Fort Worth, Alliance Airport	AFW
Fort Worth, Meacham International Airport	FTW
Denton Municipal Airport	DTO
Northwest Regional Airport, Roanoke Texas	52F

A slot reservation will be required for all domestic non-scheduled IFR **arrivals** during the following dates and times:

DATE	DAY	TIME (CST)	TIME (UTC)
March 26	Friday	1100-2200 CST	1700-0400 UTC
March 27	Saturday	0600-2200 CST	1200-0400 UTC
March 28	Sunday	0600-1200 CST	1200-1800 UTC

Slot reservations will be available commencing on Tuesday March 23, 1999 at 1100 CST (1700 UTC) and will not be assigned more than 72 hours in advance of the estimated time of arrival.

HOW TO OBTAIN A SLOT RESERVATION

To obtain a slot reservation, Pilots may call the Computerized Voice Reservation System (CVRS) at (800)-875-9755, or by personal computer with modem at (800)-875-9762. Pilots should be prepared to provide their date of arrival, arrival airport, estimated UTC time of arrival and aircraft identification. Upon confirmation of a slot reservation, CVRS will provide a five (5) digit reservation number. This slot reservation confirmation number must be included in the remarks section of the flight plan. Aircraft must arrive within +/- 15 minutes of their slot reservation time. If a flight plan requires cancellation, pilots are instructed to call CVRS as early as possible in order to release the slot reservation for another flight. The reservation system will be available 24 hours a day. For information on how to use the CVRS see a current edition of the Airman's Information Manual.

If you experience difficulty completing a slot reservation, pilots may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO) at (703)-904-4452. The ARO telephone number is for reservations only, not for general information concerning the STMP.

IFR ARRIVAL RESERVATION PROCEDURES TO AFW, FTW, DTO, and 52F

Traffic departing airports south of Phoenix (non-inclusive) and west of Houston (non inclusive) destined AFW, FTW and DTO should expect the SLUGG arrival, INK, SAT, or CWK transition. These departures destined 52F should expect to be cleared via JEN and the FUZ222R.

Traffic departing Houston airports, east to Atlanta (non inclusive) destined AFW, FTW, and DTO should expect the DODGE arrival, SQS, AEX or IAH transition. These departures destined 52F should expect to be cleared via CQY and the FUZ134R.

Traffic departing Atlanta Airports, north to Chicago (inclusive) destined AFW, FTW and DTO should expect the SASIE arrival, FSM or LIT transition. These departures landing 52F should expect to be cleared via BYP and the FUZ035R.

Traffic departing west of Chicago (non-inclusive) to Denver (non- inclusive) destined AFW and FTW should expect the MOTZA arrival, TUL or IRW transition. These departures destined DTO should expect the SASIE arrival, TUL transition. These departures destined 52F should expect to be cleared via UKW and the FUZ303R.

Traffic departing Denver (inclusive) south to Phoenix (inclusive) destined AFW and FTW should expect the MOTZA arrival, BGD, AMA, or TXO transitions. These departures destined DTO should expect the GREGS arrival, BGD, AMA or TXO transitions. These departures destined 52F should expect to be cleared via UKW and the FUZ303R.

Pilots should file flight plans with the nearest Automated Flight Service Station (AFSS) AFTER receiving a slot reservation time, not more than 24 hours prior to, but at least 4 hours prior to the proposed time of departure. Pilots are instructed to include the slot reservation confirmation code in the remarks section of their flight plan.

EXCEPT FOR EMERGENCY SITUATIONS, FORT WORTH CENTER WILL NOT ACCEPT IFR FLIGHT PLANS TO/FROM AFW, FTW, DTO, or 52F AIRPORTS FROM AIRBORNE AIRCRAFT WHILE THIS PROGRAM IS IN EFFECT.

VFR ARRIVALS/DEPARTURES

Due to the anticipated increase volume of traffic, enroute aircraft desiring to transverse the DFW Class B airspace may encounter delays and alternate routes outside the Class B airspace. (See Dallas/Fort Worth VFR Terminal Area Chart).

NOTE-
This is a very congested airspace, issuance of a transponder code is not a clearance to enter Class B airspace; wait for identification and specific clearance from the controller prior to entering Class B airspace.

VFR aircraft are encouraged to cancel/activate flight plans with Fort Worth AFSS when approaching or departing the City of Fort Worth.

FTW AFSS FREQUENCIES

122.6 MHz Transmit/Receive (WEST)
255.4 MHz Transmit/Receive (EAST/WEST)
122.3 MHz Transmit/Receive (EAST)

FTW AFSS serves the Dallas/Fort Worth Metropolitan area and can be reached on the following local telephone numbers: (817)-429-6434 or (800)-WX-BRIEF.

IFR DEPARTURES

Pilots departing from AFW, FTW, DTO, and 52F should be aware of the following restrictions: Pilots should expect gate hold procedures to be in effect.

DO NOT request IFR departure clearance prior to 20 minutes before estimated time of departure (ETD). IFR clearances shall be requested from clearance delivery.

DO NOT taxi until you have received taxi information and appropriate IFR clearance.

DO NOT call ground control to taxi until you are number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT call the tower for takeoff until you are ready for takeoff and in the number one position to take the runway.

VFR DEPARTURES AND SUBSEQUENT AIRBORNE IFR CLEARANCE REQUESTS WILL NOT BE ACCOMMODATED.

HELICOPTER OPERATIONS

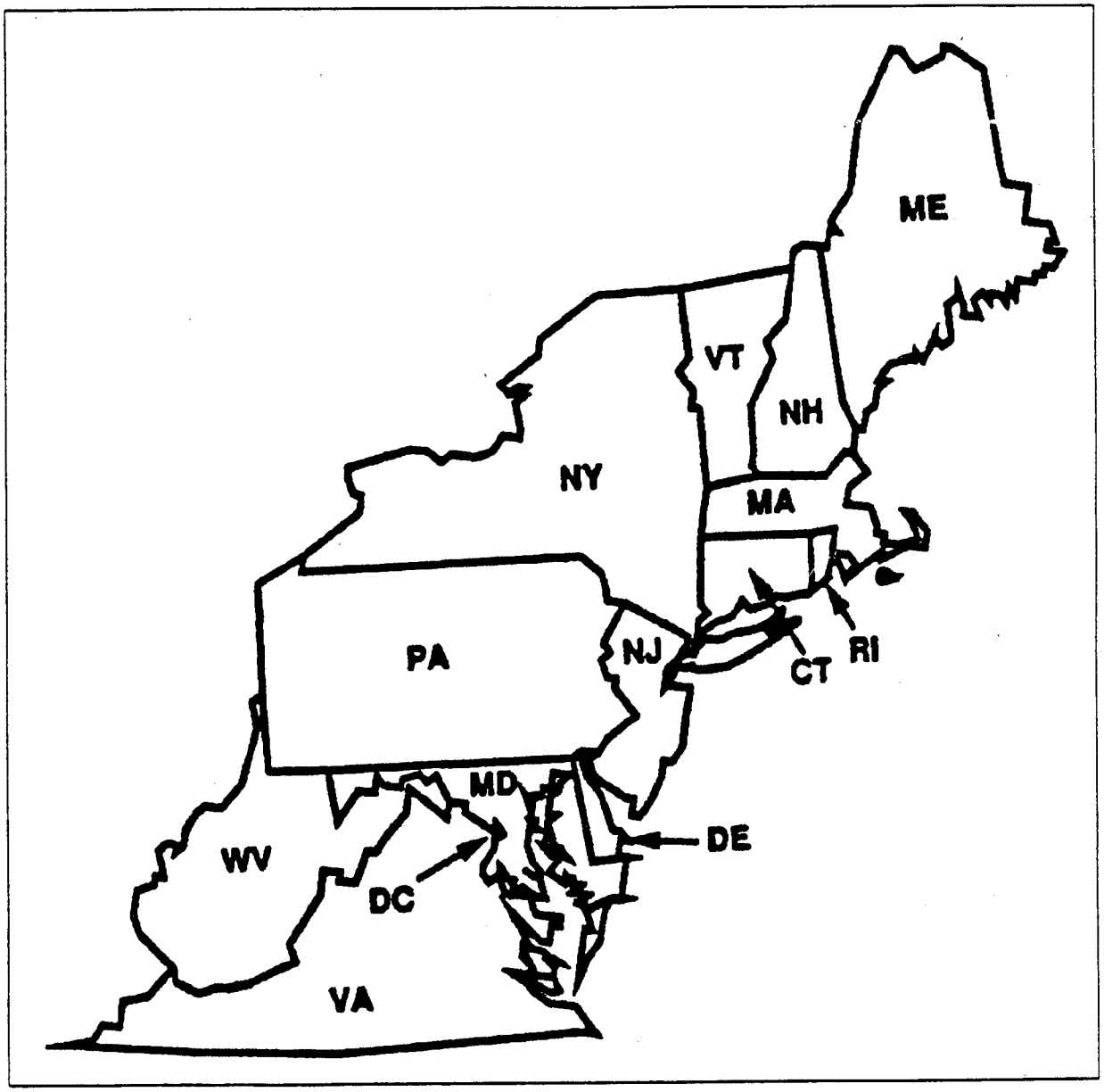
Numerous helicopter operations will be in effect. Prior permission is required for all helicopters planning to operate in the Class D airspace around Alliance (AFW) airport. Call for a prior permission number at (817)-929-9339.

ATIS

ALLIANCE	126.92 (AFW)	MEACHAM	120.7 (FTW)

2/3/99 (ASW-530)

NORTHEAST UNITED STATES



BOSTON-LOGAN INTERNATIONAL AIRPORT

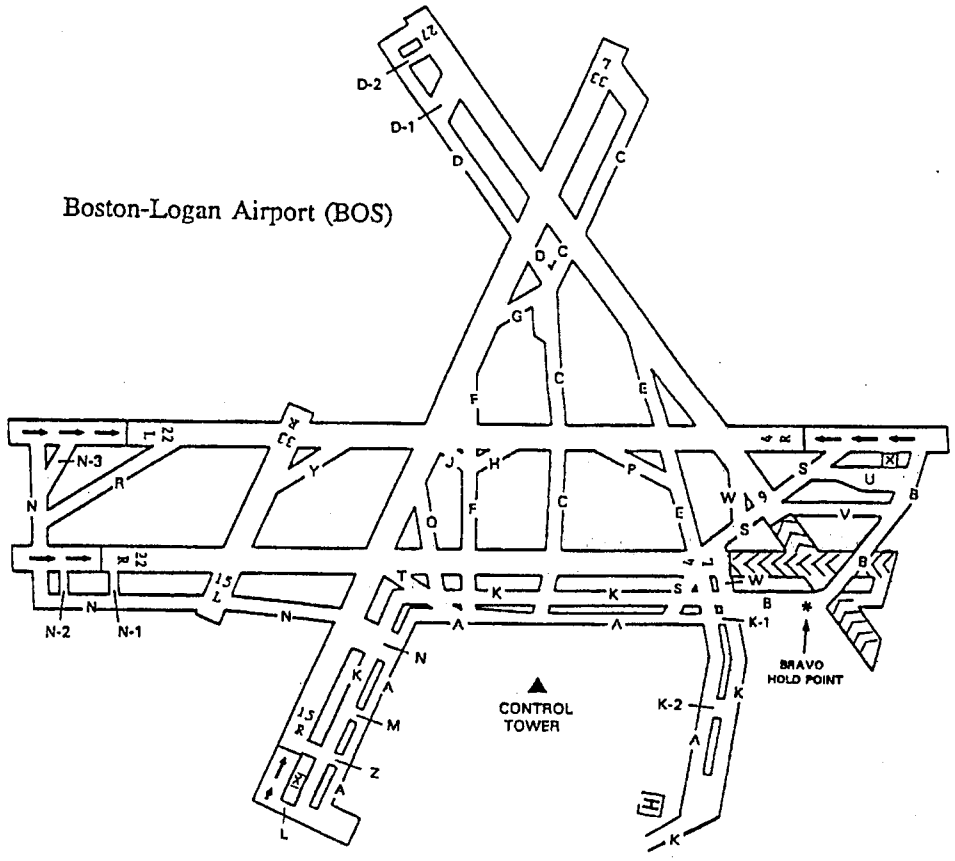
Preferred Taxi Routes at Boston-Logan Airport (BOS)

The list below shows the preferred taxi routes for Boston-Logan International Airport (BOS). These routes have been published to aid flight crews in their pre-taxi planning.

Unless airfield circumstances require otherwise, outbound aircraft can expect to be taxied to the departure runway via the taxi route indicated below:

RUNWAY	TAXI ROUTE
22R	'K' and 'N' Taxiways.
22L	'K' and 'N' Taxiways, with a restriction to hold short of Runway 22R.
4L	'K' Taxiway
4R	'K' Taxiway to the Bravo Hold Point, thence expect further clearance via Taxiway 'B'.
9	'K' Taxiway to the Bravo Hold Point, thence expect further clearance via 'B' and 'V' Taxiways.
15R	'K' Taxiway.
27	'K', 'C' and 'D' Taxiways, with a restriction to hold short of Runway 33L.
33L	'K' and 'C' Taxiways, with a restriction to hold short of Runway 27.
33L at 'G'	'K', 'C' and 'G' Taxiways (this intersection is not authorized for jet aircraft).

Boston-Logan Airport (BOS)



3/9/98 (ANE-530)

PITTSBURGH TOWER
STANDARD TAXI ROUTES

Pittsburgh, Pennsylvania

(Effective: June 18, 1998)

On June 18, 1998, Pittsburgh Tower will institute standardized taxi routes to all runways for departure aircraft. The route will be issued by Ground Control as: "**TAXI TO RUNWAY (Runway ID), VIA STANDARD TAXI ROUTING** (and, if appropriate, specific taxi routing)."

TAXI ROUTE DEPARTURE: Follow the route corresponding with the exit point from the ramp. Route will indicate initial taxiway beginning from that used to depart the ramp.

START POINTS:

If Aircraft Originates From:	Follow Route For:
C1, C2, C3, C4, Y North	NORTH RAMP
V1, V2, V3, V4, V5, V6	EAST RAMP
D1, D2, W, D3, Y South*	SOUTH RAMP

* Aircraft departing from Yankee South join routing at Echo and taxi according to South Ramp procedures.

To Runway 28R	
START POINT	**ROUTING**
North Ramp	Charlie Bravo 1 (hold short of Bravo)
East Ramp	Cross Victor, Tango, Charlie, Bravo 1 (hold short of Bravo)
South Ramp	Cross Delta, Echo, Tango, Charlie, Bravo 1 (hold short of Bravo)

To Runway 28L/Papa Intersection	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Foxtrot (hold short of Papa)
East Ramp	Victor, Foxtrot (hold short of Papa)
South Ramp "Victor"	Cross Delta, Echo, Victor, Foxtroit (hold short of Papa)
South Ramp "Whiskey"	Cross Delta, Echo, Whiskey, Foxtrot (hold short of Papa)

To Runway 28C	
START POINT	**ROUTING**
North Ramp "Echo"	Charlie, Victor, Echo
North Ramp "November"	Charlie, November, Echo
East Ramp "Echo"	Victor, Echo
East Ramp "November"	Cross Victor, Tango, Charlie, November, Echo
South Ramp "Echo"	Cross Delta, Echo
South Ramp "November"	Cross Delta, Echo, Tango, Charlie, November, Echo

To Runway 10C	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Echo (hold short of Whiskey)
East Ramp	Victor, Echo (hold short of Whiskey)
South Ramp	Cross Delta, Echo (hold short of Whiskey)

To Runway 14	
START POINT	**ROUTING**
North Ramp "Echo"	Charlie, Victor, Echo, Sierra
North Ramp "November"	Charlie, November
East Ramp "Echo"	Victor, Echo, Sierra
East Ramp "November"	Cross Victor, Tango, Charlie, November
South Ramp "Echo"	Delta, Victor, Echo, Sierra
South Ramp "November"	Delta, Tango, Charlie, November

To Runway 10R	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Foxtrot
East Ramp	Victor, Foxtrot
South Ramp	Cross Delta, Echo, Whiskey, Foxtrot

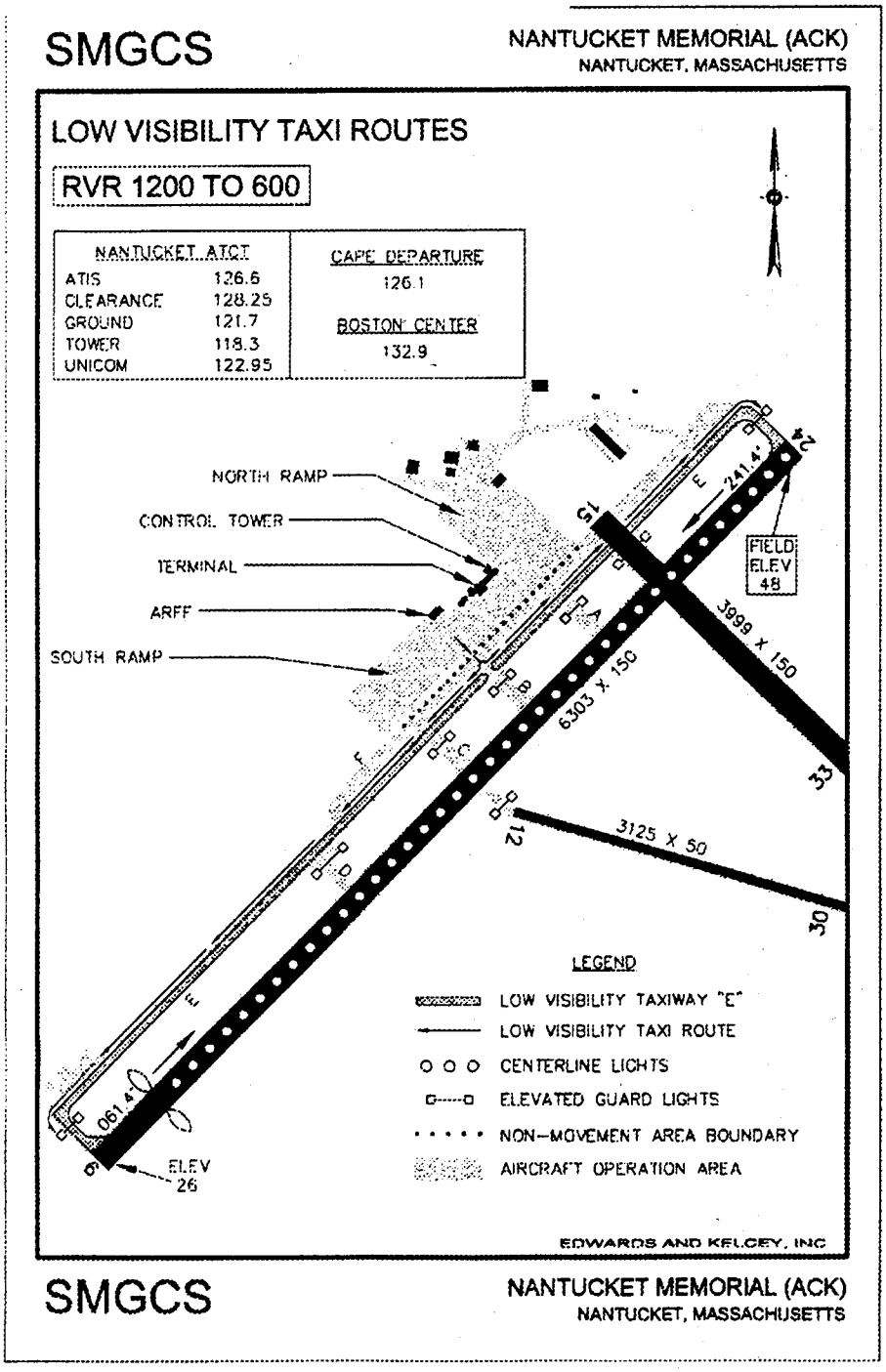
4/29/98 (AEA-530)

NANTUCKET MEMORIAL AIRPORT (ACK)

Nantucket, Massachusetts

Surface Movement Guidance and Control System (SMGCS)

Nantucket Memorial Airport Surface Movement and Control System Guidance Plan (SMGCS). See diagram below.



5/28/98 (ANE-520)

BOSTON-LOGAN INTERNATIONAL AIRPORT

INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS

Air traffic control rules and procedures prohibit an aircraft from being put into "position and hold" at an intersection during periods of darkness.

Boston-Logan Airport Air Traffic Control Tower has been granted a waiver to this procedure that can be exercised at certain intersections on the airfield.

This waiver will allow Boston ATCT to taxi the aircraft into "position and hold" during periods of darkness at the locations/intersections listed below.

Affected Runways/Intersections:

Runway 27 at Taxiway Charlie

Runway 4R at Taxiway Charlie

Runway 22L at Taxiway Charlie

When the provisions of the waiver are being exercised, the affected runways will not be utilized to accommodate arriving aircraft.

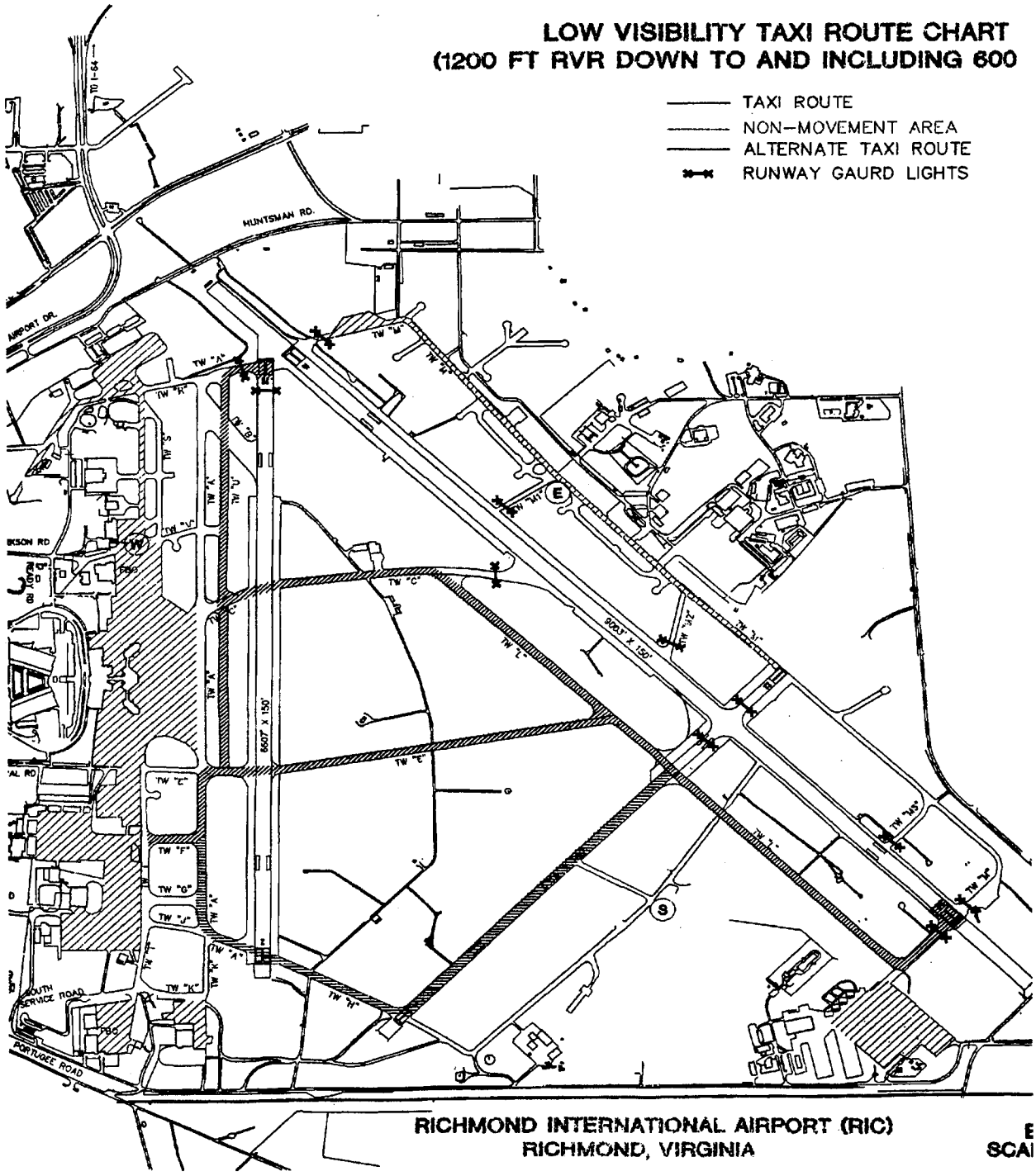
Though the provisions of the waiver can only be exercised at the location listed above, intersection departures can still take place at other locations during periods of darkness. At intersections other than the ones listed above, the aircraft cannot be put into position and hold prior to being issued its takeoff departure clearance.

8/20/98 (Boston Tower)

Richmond International Airport

Surface Movement Guidance and Control System (S.M.G.C.S.)

Low Visibility Taxi Route Chart, for the "Surface Movement Guidance and Control System" at the Richmond International Airport (RIC).



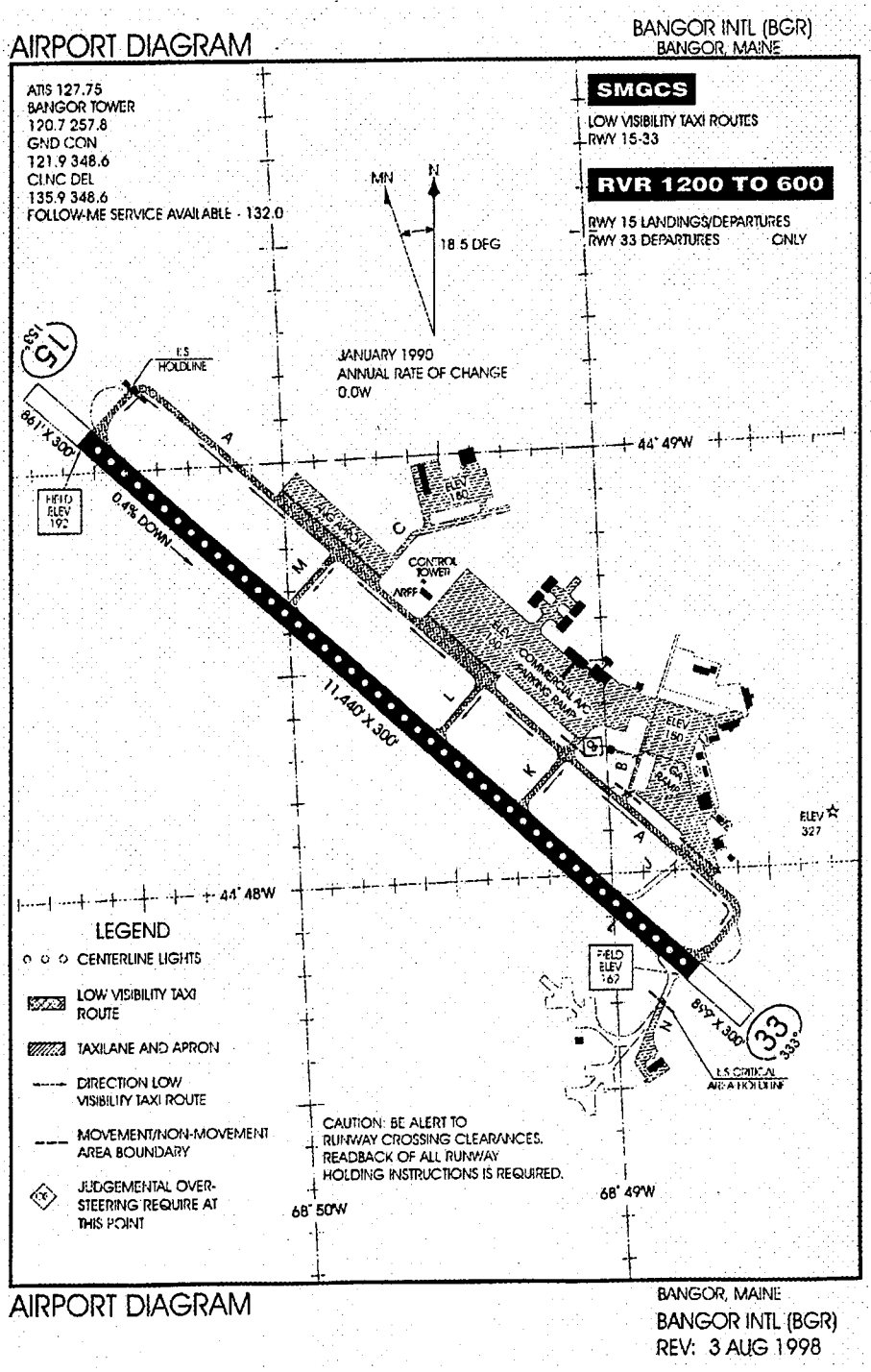
9/17/98 (RIC)

BANGOR INTERNATIONAL AIRPORT (BGR)

Bandor, Maine

Surface Movement Guidance and Control System (SMGCS)

Bangor International Airport Surface Movement and Control System Guidance Plan (SMGCS). See diagram below.



5/24/98 (ANE-520)

SOUTHEAST UNITED STATES

State of Mississippi
WND SOCK LGT OTS

COLUMBIA

Columbia-Marion Co.
/0R0/FI/T Columbia-Marion Co., Columbia, MS
WND SOCK LGT OTS

GREENWOOD

Greenwood-Leflore.
/GWO/FI/T Greenwood-Leflore, Greenwood, MS
WND SOCK LGT OTS

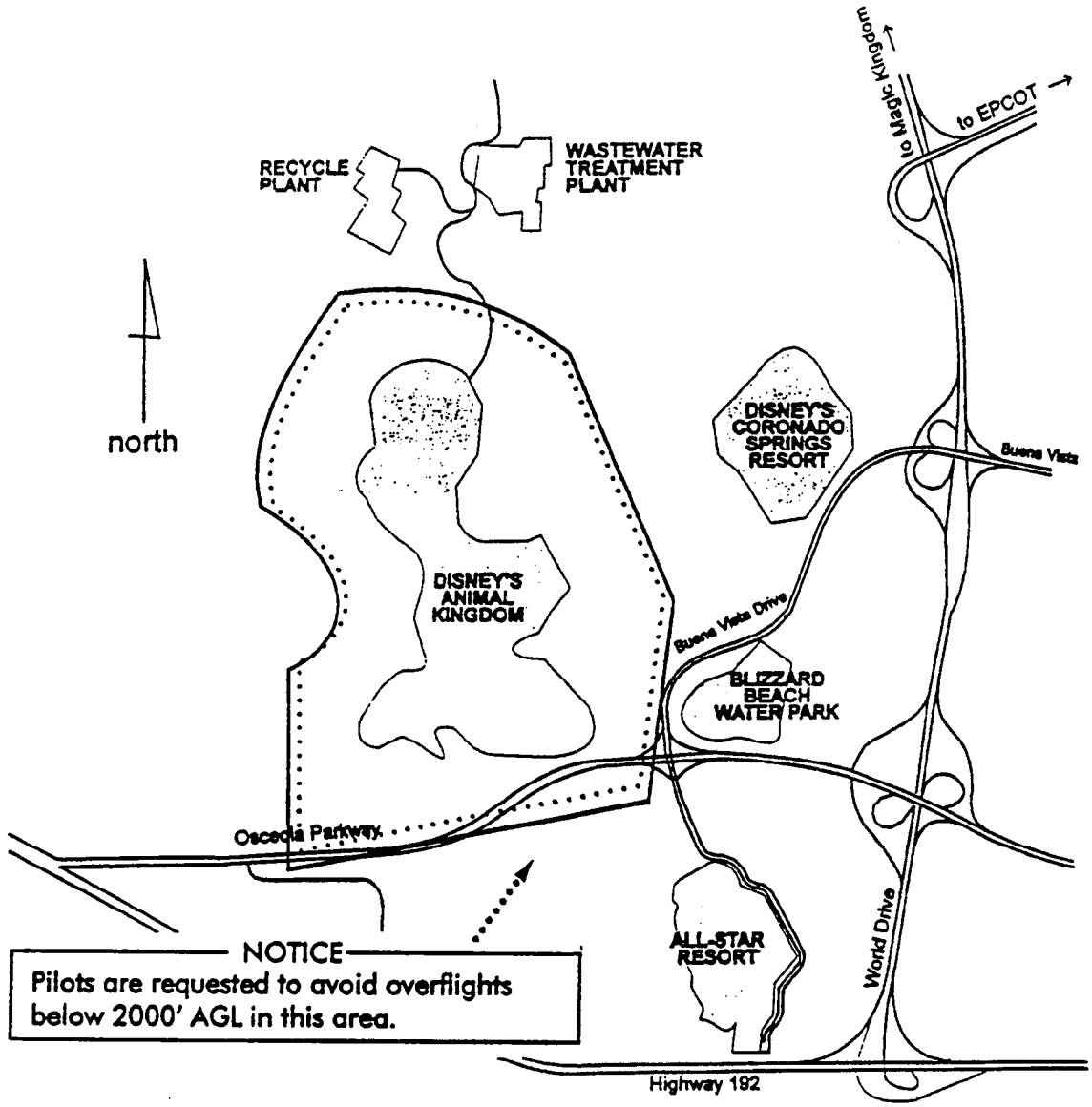
If you have any questions or need additional information, please contact Sheila Walker at (601) 453-8271.

3/20/98 (Greenwood AFSS)

DISNEY'S ANIMAL KINGDOM THEME PARK

BAY LAKE, FLORIDA

(Vicinity of 28°21'N/81°35'W)



On April 22nd, the Disney Animal Kingdom Theme Park, depicted above, was opened to the public. In order to reduce the potential for interference with wildlife or enjoyment of the park, the FAA recommends that VFR pilots avoid overflights below 2,000 AGL in this noise-sensitive area.

NOTE-

This procedure does not apply where it would conflict with air traffic control clearances or instructions, or where a lower altitude is considered necessary by the pilot for safety of flight. For further information, see Advisory Circular 91-36C, "Visual Flight Rules (VFR) Flight Near Noise- Sensitive Areas."

4/29/98 (ATA-421)

EGLIN AFB RAPCON

EGLIN AFB RAPCON WILL LIMIT THEIR HOURS OF OPERATION TO THE FOLLOWING: MON-FRI 1300Z-0700Z, SAT-SUN 1400Z-2200Z.

JACKSONVILLE ARTCC WILL BECOME THE CONTROLLING AGENCY AT ALL OTHER TIMES. WHEN JACKSONVILLE ARTCC IS THE CONTROLLING AGENCY, THE ABILITY TO PROVIDE THE ATC SERVICES SPECIFIED IN FAR PART 93 WILL BE REDUCED DUE TO LIMITED RADAR COVERAGE THEREFORE AIRCRAFT TRANSITING THIS AREA WILL ONLY RECEIVE INFORMATION CONCERNING THE STATUS OF SPECIAL USE AIRSPACE, AS TRAFFIC ADVISORIES WILL NOT BE AVAILABLE DURING THOSE TIMES. CONTACT JACKSONVILLE CENTER ON 132.1/360.6.

12/1/98 (ATO-100)

LASER LIGHT ACTIVITY

Valdosta, Georgia

(Until May 31, 1999)

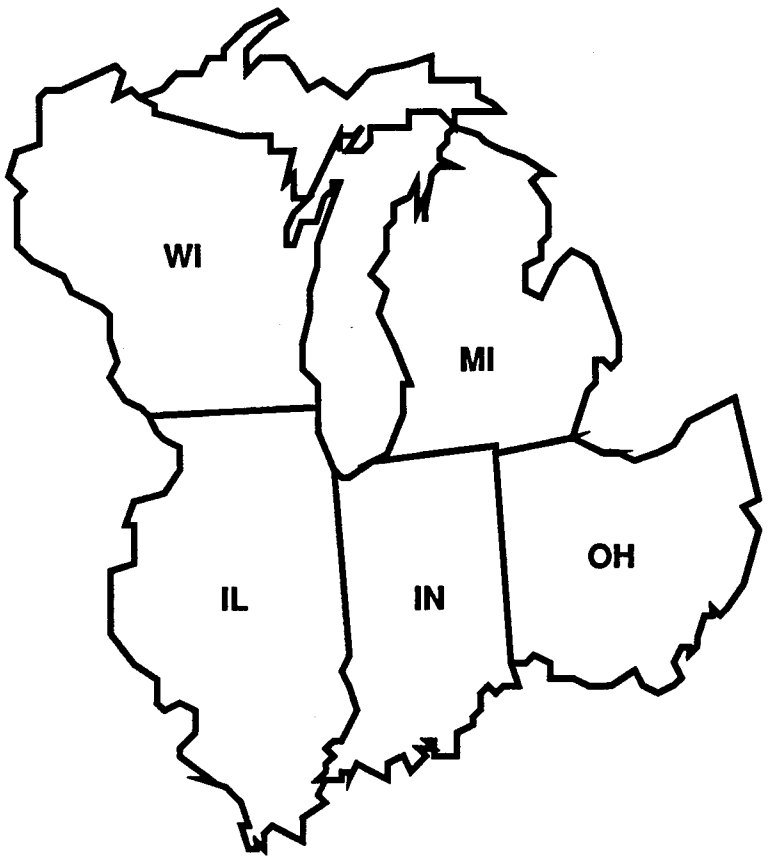
(ZJX ARTCC) Laser light activity will be conducted at Wild Adventures Theme Park, Valdosta, Georgia, LAT. 32°43"33'N; LONG. 83°19"05'W, VALDOSTA VORTAC (OTK) 201 radial, four.one (4.1) miles, Friday, Saturday and Sunday nights from 2200 UTC until 0500 UTC, December 4, 1998 until May 31, 1999.

Laser light beams may be injurious to pilots'/passengers' eyes within 300 feet vertically and 2500 feet laterally.

Flash blindness or cockpit illumination may occur beyond these distances. Jacksonville Air Route Traffic Control Center (ZJX) (904) 549-1549 is the FAA coordination facility

1/4/99 (ATO-282)

EAST CENTRAL UNITED STATES



STANDARDIZED (CODED) TAXI ROUTES

Chicago O'Hare International Airport

(Amendment 2)

On September 16, 1993 Chicago O'Hare Tower instituted coded taxi routes to all runways for departure aircraft. As a result of an on-going evaluation, the number of coded routes have been reduced and amended. This change is effective November 14, 1995.

Route will be issued by Ground Control. Route will indicate that an aircraft is to proceed via Taxiway Alpha or Bravo taxiway to the Route starting point. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

Note: READ BACK RUNWAY ASSIGNMENT AND ALL HOLD SHORT INSTRUCTIONS

To Runway 4L Silver	
Taxiway	**Routing**
"A" route	A-A6-J-W
"B" route	B-J-W

To Runway 22L Red	
Taxiway	**Routing**
"A" route	A-A17-D
"B" route	B-D

To Runway 32L at T-10 Green 1	
Taxiway	**Routing**
"A" route	A-A7-T
"B" route	B-A7-T

Bridge Transition	
Taxiway	**Routing**
taxi via:	H-P-A

To Runway 9L Black	
Taxiway	**Routing**
"A" route	A-A6-J
"B" route	B-J

To Runway 27L Blue	
Taxiway	**Routing**
"A" route	A-A17-D-M5-M
"B" route	B-D-M5-M

To Runway 32L at T-10 Green 2	
Taxiway	**Routing**
"A" route	A-A13-M2-M-T
"B" route	B-M2-M-T

4/8/96 (AGL-530)

STANDARDIZED TAXI ROUTES

Detroit Metropolitan Wayne County Airport

(Effective: Until Further Notice)

On June 22, 1995, the Detroit Metropolitan Wayne County Airport (DTW), will institute standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the DTW ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form.

4/8/96 (AGL-530)

STANDARDIZED TAXI ROUTES

Detroit Metropolitan Wayne County (DTW)

To Runway 21R

Route ID	Start Point	Routing Via
Yellow 2	Concourses A thru C	Hotel, Foxtrot, Victor (Hold short of Kilo and contact West Ground), Yankee.

To Runway 21C

Route ID	Start Point	Routing Via
Red 1	Concourses C thru G, International Terminal	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1, Mike.
Red 2	Concourses A thru C.	Hotel, Hotel 1, Mike
Red 3	Signature South Ramp, South T's.	Sierra 5 (Hold short of Runway 21L). Whiskey 5, Whiskey, Papa 4, Papa.
Red 4	Concourses C thru G, International Terminal	Yankee, Kilo 11 (Contact Ground East @ Kilo 11), Hotel, Hotel 1, Mike.

To Runway 21L

Route ID	Start Point	Routing Via
Orange 1	Concourses C thru G, International Terminal	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1, Victor (Hold short of Runway 21C), Victor, Whiskey.
Orange 2	Concourses A thru C.	Hotel, Hotel 1; Victor (Hold short of Runway 21C) Victor, Whiskey.
Orange 3	Concourses C thru G, International Terminal	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Hold short of runway 21C), Papa 4, Whiskey.

To Runway 3L

Route ID	Start Point	Routing Via
Tan 1	Concourses C thru G, International Terminal, Concourse J	Kilo (Hold short of taxiway Victor, Contact South Ground), Kilo, Kilo 10, Yankee.
Tan 2	Concourses A thru C.	Hotel, Foxtrot, Victor (Hold short of taxiway Kilo, Contact South Ground), Kilo, Kilo 10, Yankee

To Runway 3C

Route ID	Start Point	Routing Via
Silver 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot, Mike.
Silver 2	Concourses A & B.	Hotel, Hotel I, Mike.
Silver 3	Signature South Ramp and South T's.	Sierra 4, Sierra, Foxtrot (Hold short of Runway 3R), Foxtrot. Papa Papa.
Silver 4	Signature North, Ford, Corporate Flight, GM	Mike (Hold short of Hotel 1), Mike
Silver 5	Concourse C thru G	Kilo, Hotel (Contact ground east @ taxiway Hotel) Foxtrot, Uniform, Mike

To Runway 3R

Route ID	Start Point	Routing Via
Aqua 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot (Hold Short of runway 3C), Foxtrot, Whiskey.
Aqua 2	Concourses A & B	Hotel 1, Mike, Foxtrot (Hold short of Runway 3C), Foxtrot, Whiskey
Aqua 3	Signature North, Ford, Corporate Flight	Papa, Papa 4 Whiskey

To Runway 27R

Route ID	Start Point	Routing Via
Gray 1	All Concourses	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1 (Cross runway 21C), Victor (Hold short of runway 21L), Victor.
Gray 2	All Concourses	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Cross runway 21C), Papa 4, Victor (Hold short of runway 21L), Victor.

1/5/98 (AGL-530)

STANDARDIZED TAXI ROUTES

Cleveland Hopkins International Airport

(Effective: Until Further Notice)

On June 15, the Cleveland Hopkins International Airport (CLE) will institute standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form below.

READBACK ALL HOLD SHORT INSTRUCTIONS

To Runway 23L		
Route Ident	***Start Point***	***Routing Via***
Brown	All terminal parking areas	Juliet, Whiskey, Uniform Runway 28. **(Hold short of Runway 23L. *Runway 23L hold line located on Runway 28).**

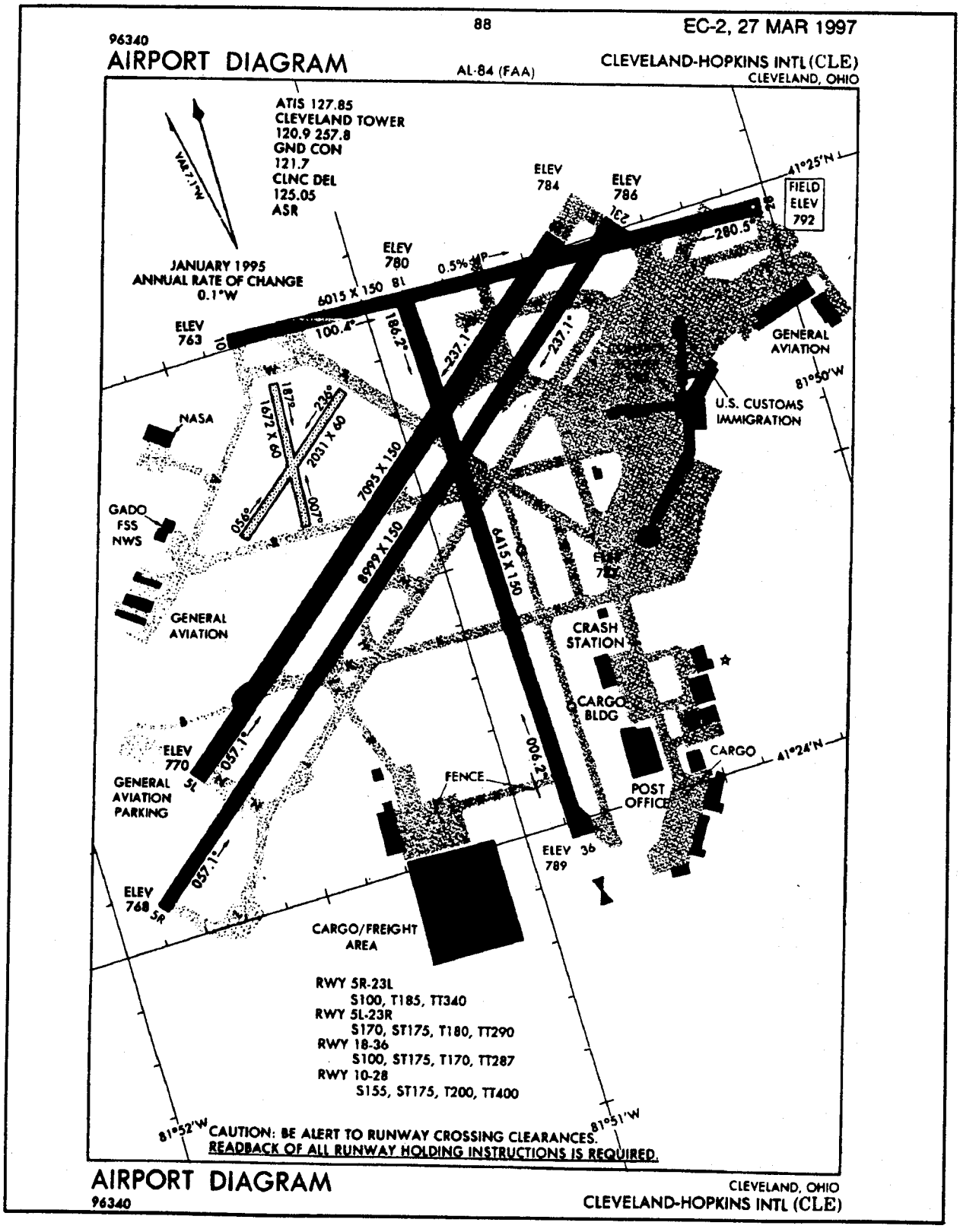
To Runway 23R		
Route Ident	***Start Point***	***Routing Via***
Orange	All terminal parking areas	Juliet, Whiskey, Uniform Runway 28. **(Hold short of Runway 23L. *Runway 23L hold line located on Runway 28).** Zulu

To Runway 5R		
Route Ident	***Start Point***	***Routing Via***
Emerald	All terminal parking areas	Juliet, Kilo, Lima

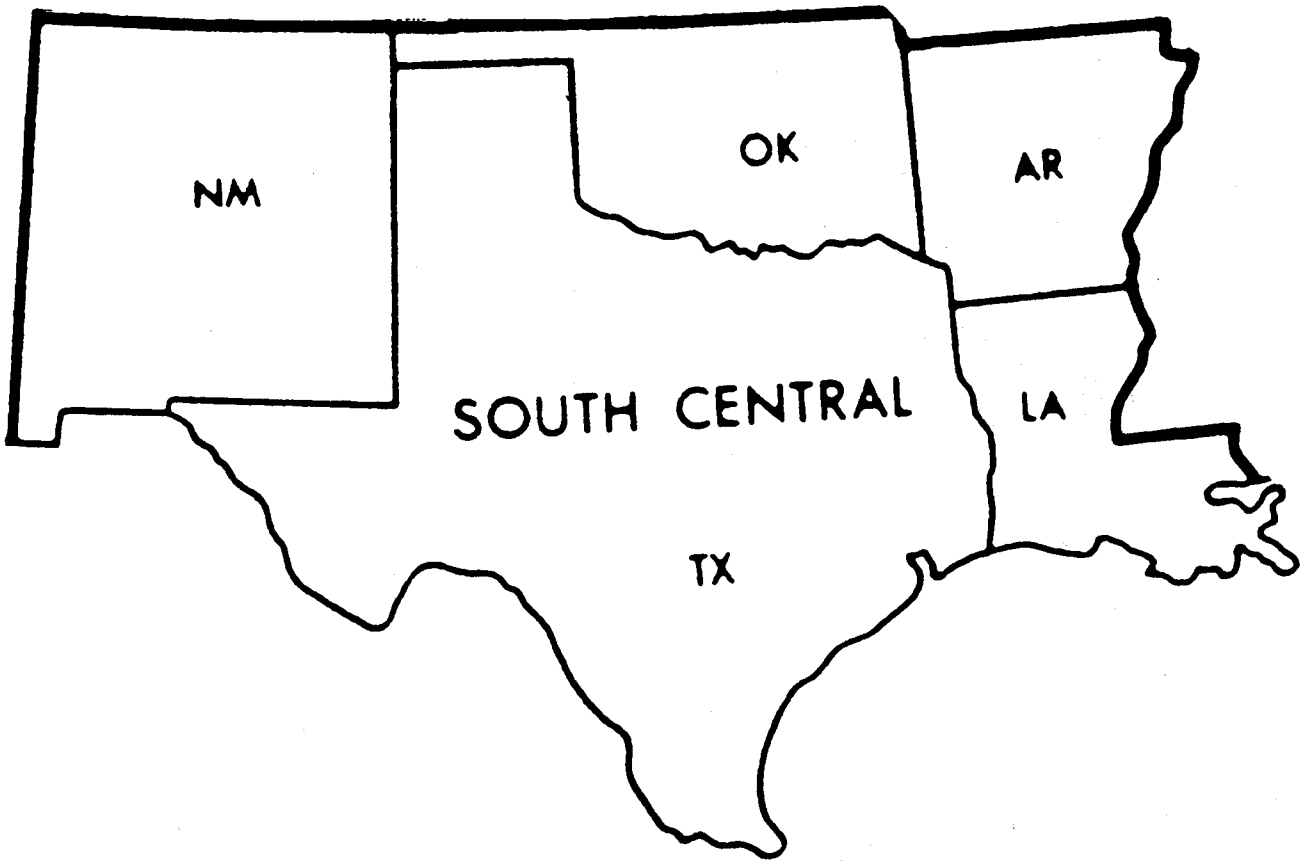
To Runway 5L		
Route Ident	***Start Point***	***Routing Via***
Violet	All terminal parking areas	Juliet, Kilo, Lima. **(Hold short of Runway 5R)** November

4/22/97 (ATO-100)

AIRPORT DIAGRAM



SOUTH CENTRAL UNITED STATES



INCREASED SPEED DEPARTURES

Houston Approach Control Airspace

Effective: Immediately until Further Advised

Pursuant to a Special Delegation of Authority to grant waivers to Code of Federal Regulations (CFR), Part 91, The FAA Southwest Region Air Traffic Division Manager has waived CFR 91.117A, (250 Knot Speed Limit) for departing Aircraft in the Houston, Texas approach control airspace for the purpose of testing the effect of increased departure speeds on the Air Traffic Control Environment.

Notice, Aircraft Departing from airports in Houston approach control airspace may be authorized to exceed the 250 KNOT speed restriction contained within CFR 91.117A, at the discretion of Air Traffic Control (ATC).

Houston ATC will be permitted to assign/authorize speed in excess of 250 KNOTS to departing aircraft using phraseology "NO SPEED LIMIT" or "INCREASE SPEED TO (NUMBER) KNOTS." This test is for departure traffic only and may be terminated at any time by ATC.

Questions should be directed to Houston Approach Control, Plans and Procedures Department, at 281-230-8400.

(2/2/98 ASW-530)

NORTH CENTRAL UNITED STATES

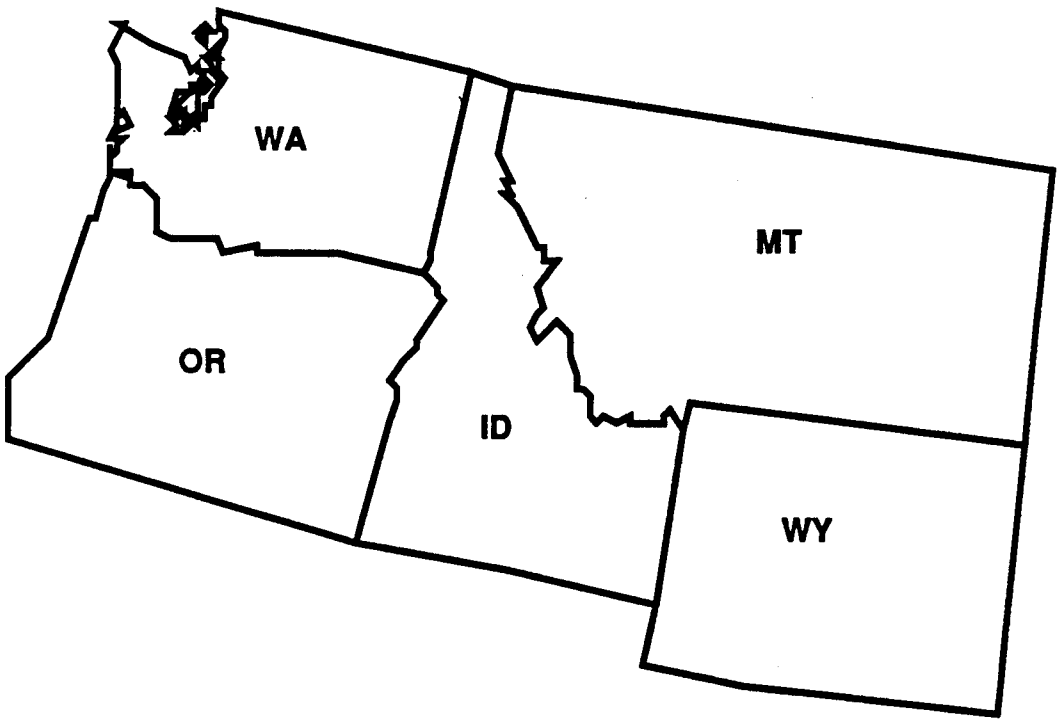
MINNEAPOLIS–ST. PAUL INTERNATIONAL AIRPORT

(Simultaneous Close Parallel Runway Procedures for Pilots Filing Flight Plans to Minneapolis/St. Paul International Airport (MSP))

Aircraft Operators are expected to notify Minneapolis ARTCC Traffic Management Unit at 1-800-MSP-MINN, or 1-800-677-6466 prior to departure (not more than two (2) hours) if unable to participate in PRM Approaches. This does not apply to scheduled commercial aircraft operators who do not have PRM in their OPSPECS. Non-participating aircraft should ensure appropriate fuel for possible delays.

1/29/99 (ATO-120)

NORTHWEST UNITED STATES



EUGENE AIRPORT

EUGENE, OREGON

Surface Movement Guidance and Control System (SMGCS)

Purpose

The FAA has approved Eugene Airport to conduct departure operations on Runway 16 down to 600 feet Runway Visual Range (RVR) with special aircraft and crew certification. New procedures for aircraft ground movement will be implemented when the visibility decreases to less than 1200 feet RVR.

Lighting and Markings

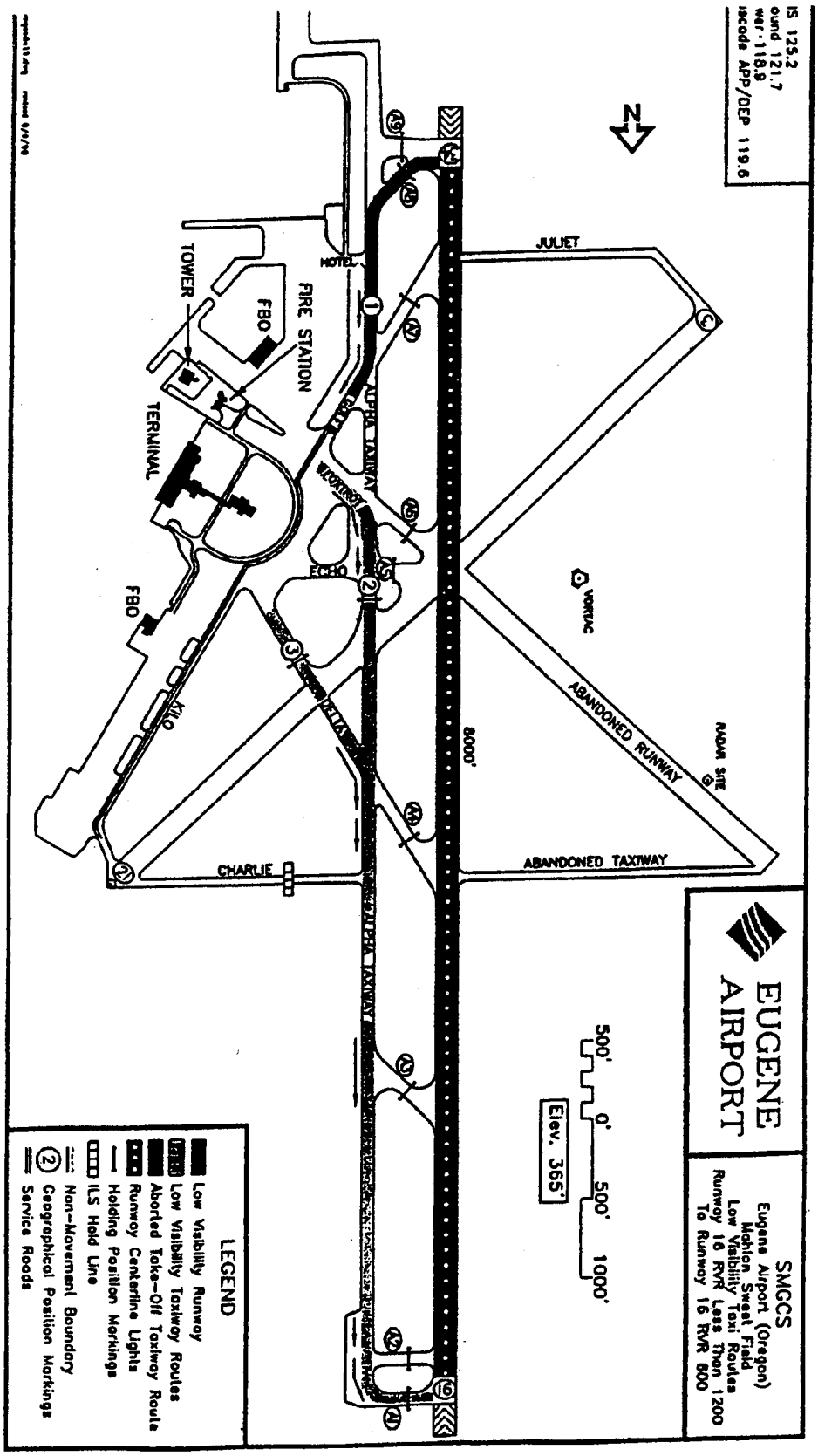
Standard taxi routes from the terminal ramp to Runway 16 for departures and from Runway 16 to the terminal ramp have been established for operations below 1200 feet RVR (see airport diagram illustration). These routes will be illuminated by taxiway edge lights to provide positive guidance to taxiing aircraft. If the taxiway edge lights are not visible to the pilot of the taxiing aircraft, the pilot should stop the aircraft and advise the FAA control tower. Upon pilot request, Eugene Airport Operations will provide vehicular escort to and from established low visibility routes.

Elevated Runway Guard Lights (RGL) will be used at all Runway 16 entrances to provide positive runway protection.

Geographic position markings, pavement markings used to identity the location of aircraft and vehicles, consisting of pink circular "spots" with number identifies are painted along the low visibility taxi routes on Taxiway Alpha and Taxiway Delta.

Operations

Air traffic will provide taxi instructions in accordance with approved guidance provided by facility directives. When Runway 16 RVR is less than 1200 feet to RVR 600 feet, only those routes designated as low visibility routes will be used during SMGCS operations. Any aborted Take-Off will exit at A8 and enter the Aborted Take-Off Taxiway Route to the terminal ramp utilizing Taxiways Alpha and Golf.



1/25/99 (Eugene ATCT)

ALASKA

HAWAII

POKER FLAT ROCKET LAUNCH OPERATIONS FAR 91.143

FAIRBANKS, ALASKA

The Poker Flat research range which is operated by the University of Alaska will be conducting Rocket Launch Operations from January 1, 1999 through June 30, 1999. The rocket launch complex is located at mile 30 of the Steese Highway (65°07'47.5"N/147°29'09.9"W) north of Fairbanks, Alaska. Fairbanks Automated Flight Service Station (907-474-4952) will be the coordinating flight service station and should be contacted for the current status of the Poker Flat Research Range. A Temporary Flight Restricted Area (FAR 91.143) along with a stationary ALTRV will be established for each individual Launch.

The following list of flight safety zones will be utilized via ALTRV's. Each zone will only be activated as needed depending on the type of rocket operation.

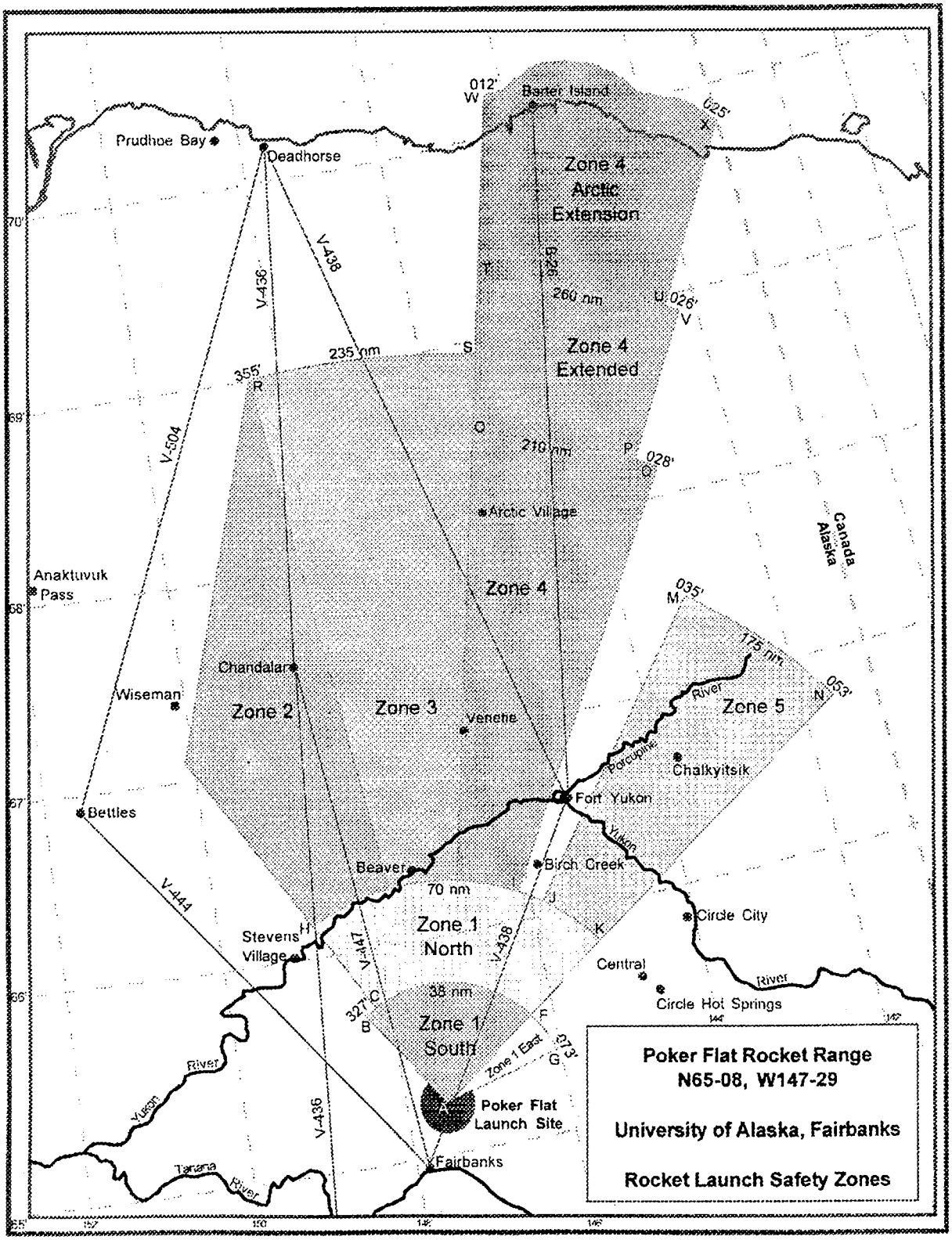
Poke Flat Zone Coordinates (Nad 83)

Point A) 65°07'47.5"N 147°29'09.9"W	Point M) 67°27'16.8"N 143°07'43.8"W
Point B) 65°39'21.9"N 148°19'20.8"W	Point N) 66°46'23.3"N 141°34'28.9"W
Point C) 65°41'23.5"N 148°11'06.2"W	Point O) 68°31'31.9"N 145°29'41.2"W
Point D) 65°41'00.1"N 146°45'28.6"W	Point P) 68°12'32.4"N 143°20'37.2"W
Point E) 65°38'33.8"N 146°36'12.0"W	Point Q) 68°08'50.2"N 143°03'54.9"W
Point F) 65°30'07.0"N 146°15'56.4"W	Point R) 69°00'50.2"N 148°26'08.3"W
Point G) 65°18'14.9"N 146°02'20.1"W	Point S) 68°55'52.6"N 145°13'06.2"W
Point H) 66°09'33.3"N 148°47'45.0"W	Point T) 69°18'31.1"N 144°57'03.3"W
Point I) 66°08'49.6"N 146°07'18.9"W	Point U) 68°56'52.4"N 142°24'30.5"W
Point J) 66°04'16.2"N 145°50'03.4"W	Point V) 68°54'39.0"N 142°13'48.4"W
Point K) 65°48'31.9"N 145°12'42.3"W	Point W) 70°12'44.4"N 144°16'43.6"W
Point L) 67°06'07.1"N 150°05'51.9"W	Point X) 69°48'24.4"N 141°00'10.0"W

On special occasions other flight safety zones than these listed above may be required. When this occurs the new safety zones will be clearly defined in the ALTRV message associated with that particular rocket launch operation.

12/15/98 (AAL-530)

ROCKET LAUNCH SAFETY ZONES



LASER LIGHT ACTIVITY

Fairbanks, Alaska

(Until June 30, 1999)

Laser research will be conducted at the Poker Flat Research Range, Fairbanks, Alaska, LAT. 65°08"N; LONG. 147°29"W, FAI007024 MAG, Sunrise to Sunset until June 30, 1999, at an angle of 90 degrees, from the surface, projecting up to 60,000 feet MSL. Aviod Airborne Hazard by 5 nautical miles.

This beam is injurious to pilots'/aircrew's and passengers' eyes.

Fairbanks/FAI/AFSS (907) 474-0137 is the FAA coordination facility

1/4/99 (ATO-282)

SPECIAL AIRSHOW SECTION

1999 Cox Communications Airshow Spectacular

Williams Gateway AIrport

Mesa, Arizona

March 19-21, 1999

In anticipation of increased air traffic and various airport activities at Williams Gateway Airport (IWA) for the 1999 Cox Communications Airshow Spectacular, the following will be in effect:

The Air Traffic Control Tower will operate from 0600-1800 LCL (1300-0100Z) on Saturday & Sunday, March 20&21, 1999. Use CTAF (120.60) when the tower is closed.

The airport will be closed for airshow performances on the following dates and times:

Date	*Day*	*Times*
March 19	Friday	1000-1600 LCL (1700-2300Z)
March 20	Saturday	1000-1600 LCL (1700-2300Z)
March 21	Sunday	1000-1600 LCL (1700-2300Z)

Beginning Friday, **March 19, 1999 through Sunday, March 21, 1999**, transient aircraft parking is free for airshow attendees. Tickets may be purchased at the gate.

*** MOVEMENT AREA CLOSURES ***

The following movement areas will be closed effective 0700 hr., March 18, 1999 through 1700 hrs., March 22, 1999. All times are local.

- The first 6000' of RWY 30L/Last 6000' of RWY 12R will be closed.
- Intersection departure on RWY 30L from TXY Victor only, no arrivals on RWY 12R/30L.
- TXY Alpha from TXY Victor to TXY November will be closed.
- TXY Kilo, West of RWY 12R/30L will be closed.
- TXY Lima will be closed.

*** FBO SERVICES ***

Gateway Aviation Services will provide all FBO services. For aircraft reservations and additional information call 602-988-3443. For Airshow information contact Airshow Partners at 602-821-7034.

*** AIRCRAFT PARKING ***

Aircraft arriving for the airshow will park on the middle ramp. Bring your own tie downs. ALL AIRCRAFT MUST BE TIED DOWN. Overflow parking will be located on the north ramp. Parking is first come, first served. There will be no camping on the ramp.

*** WILLIAMS GATEWAY AIRPORT FREQUENCIES ***

Williams Gateway ATIS	133.50
Tower Arrivals from the West use Arrivals from the East use	 120.60 124.75
Ground	128.25
CTAF	120.60
UNICOM	122.85
PHX Approach	124.90
Prescott FSS	122.60

*** SATELLITE AIRPORTS ***

In the event that transient parking becomes full or en route delays prohibit aircraft from landing at Williams Gateway prior to the scheduled closure times, other local airports may accommodate transient parking. Refer to your Facility Directory & NOTAMs for current airport information. Other local airports in proximity to Williams Gateway are:

Mesa Falcon Field	ATIS	118.25
	Twr:	124.60
Chandler Municipal	Twr:	126.10
Scottsdale Airport	ATIS:	118.60
	Twr:	119.90

*** PILOT BRIEFING & FLIGHT SERVICE PROCEDURES ***

All Flight Service Station services will be provided by Prescott FSS. Everyone is urged to file a flight plan. An area weather summary is available from Prescott FSS as well as detailed weather briefings and the filing of flight plans. Dial toll free 1-800-WX-BRIEF.

To facilitate flight planning services, the Terminal Building located on the middle ramp has a direct line to Prescott FSS. The telephone is located in the Flight Planning Room.

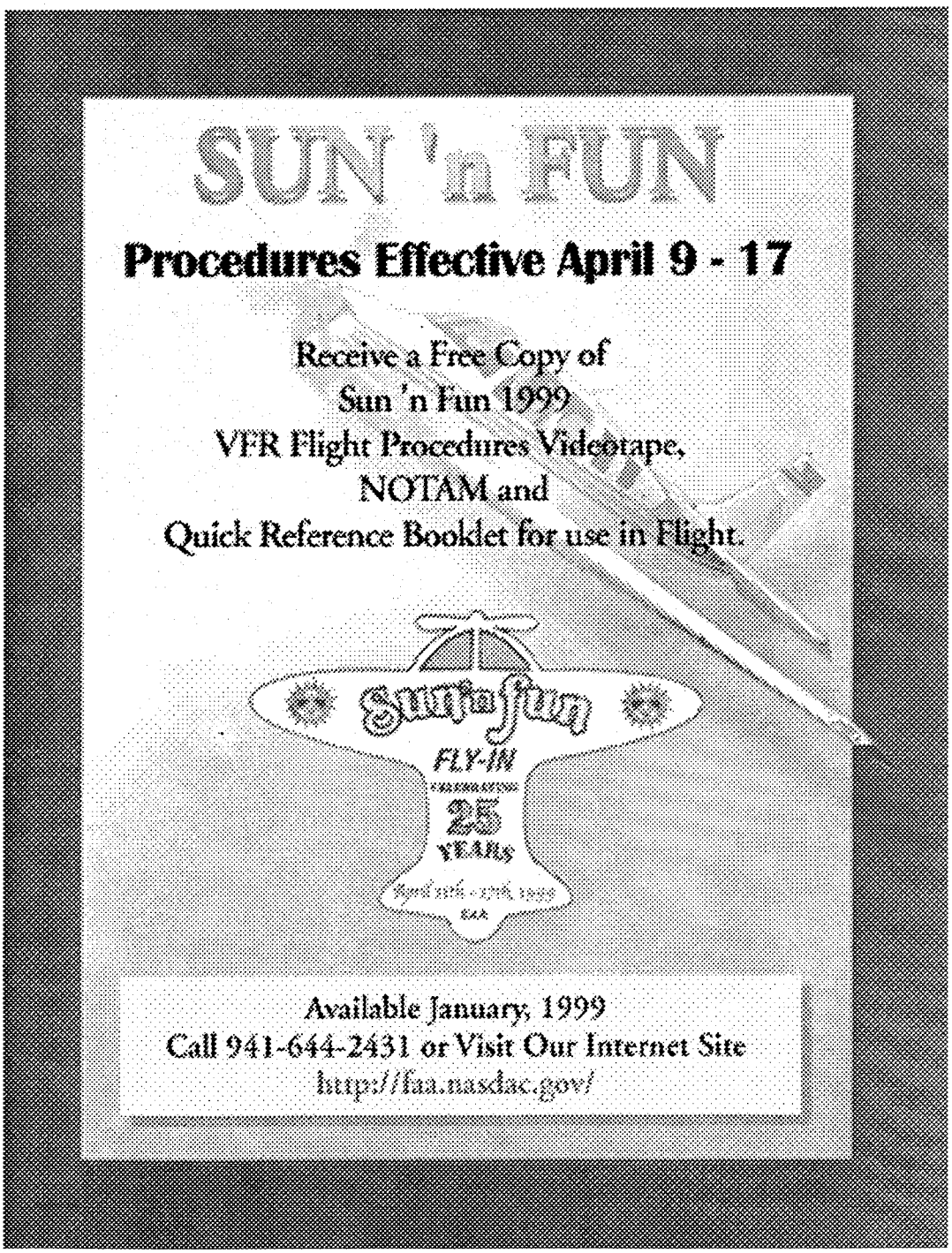
CHECK CURRENT NOTAMS PRIOR TO FLYING INTO OR OUT OF THE PHOENIX AREA

2/2/99 (Gateway Airport)

U.S. Department
of Transportation

Federal Aviation Administration

Sun'n Fun 99



PUBLISHED BY ATA-10

SUN 'n FUN

PILOTS SHOULD BE ALERT FOR POSSIBLE LAST MINUTE CHANGES TO PREVIOUSLY ISSUED OR ANTICIPATED PROCEDURES AND/OR CLEARANCES.

LAKELAND EAA 1999 SUN 'n FUN FLY-IN

In anticipation of the large number of aircraft operating to and from Lakeland Linder Regional Airport during the EAA Convention, the following procedures will be used to enhance safety and minimize air traffic delays.

✈ ✈ ✈ ✈ ✈ ✈

LAKELAND LINDER REGIONAL AIRPORT

✈ ✈ *AIRPORT MANAGER'S SPECIAL NOTICE* ✈ ✈

a. The control tower will be open and the Class D airspace will be in effect from 6:30 a.m. to 9:30 p.m. EDT (Eastern Daylight Time).

b. Special procedures will be in effect ONLY from 7:00 a.m. to 8:00 p.m. (Local) on April 9th thru 17th, 1999.

c. DO NOT operate in the Class D airspace SOUTH of the airport. This area is reserved for use by aircraft using other authorization and procedures.

d. Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch-and-go landings, low approaches, and practice instrument approaches.

e. Limited grass-field operations can be accommodated. For "Special Grass-Field Authorization and Procedures," contact: Sun 'n Fun (EAA) Fly-In, Inc., P. O. Box 6750, Lakeland, Florida 33807, telephone (941) 644-2431.

✈ ✈ ✈ ✈ ✈ ✈

AIRPORT CLOSURE

[Beginning April 11, 1999]

a. Lakeland Linder Regional Airport will be closed daily, April 11th thru the 17th as indicated by the Aerobatic Demonstrations table on page 4.

b. Arrivals and departures are not permitted during periods of AEROBATIC DEMONSTRATIONS. *

c. Due to the large number of departures after the airport opens each day, arrival traffic is not routinely accepted until 1900 LCL.

NOTE-
** The only exception is when prior permission has been granted by the Airport Manager, Sun'n Fun, and ATC.*

✈ ✈ ✈ ✈ ✈ ✈

AIRSHOW OPERATIONS

AEROBATIC DEMONSTRATIONS

The Air Show Operations Area is from the surface to 10,000 feet MSL, within a five (5) statute mile radius of Lakeland Linder Regional Airport.

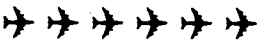
AIR SHOW HOURS (EDT)	AIR SHOW DURATION (HOURS)	AIR SHOW DATE
1400-1800	4.0	APRIL 11, 1999
1400-1800	4.0	APRIL 12, 1999
1400-1800	4.0	APRIL 13, 1999
2000-2200	2.0	APRIL 13, 1999
1400-1800	4.0	APRIL 14, 1999
1400-1800	4.0	APRIL 15, 1999
1400-1800	4.0	APRIL 16, 1999
2000-2200	2.0	APRIL 16, 1999
1400-1800	4.0	APRIL 17, 1999

RUNWAY CLOSURE

a. Runway 5/23 will be closed from April 8th thru 20th. Several taxiways are closed, as indicated by orange cones.

b. The ILS and NDB/GPS Runway 5 will be shut down April 8th thru 20th.

c. VOR Runway 9 Approach **NOT AVAILABLE FROM APRIL 8th thru 20th.**



LAKELAND AREA FREQUENCIES

USE	FREQUENCY
Lakeland Arrival ATIS	135.15
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Lakeland IFR Ground Control	121.7
Sun'n Fun EAA Ground Advisory	126.4
Lakeland VOR	116.0
Warbird Parking Advisory	119.25
Lakeland UHF	380.25
Lakeland Tower North	127.7
Lakeland Tower South	135.9

✈ ✈ ✈ ✈ ✈ ✈

✈ ✈ HELPFUL HINTS ✈ ✈

✈ **DO NOT** make unnecessary radio transmissions where procedures clearly state MONITOR THE FREQUENCY ONLY.

✈ Rock your wings with "gusto" for airborne acknowledgements.

✈ Be observant for **red-shirted air traffic controllers** giving hand signals for takeoff clearances and exiting runways.

✈ After landing, **DO NOT STOP ON RUNWAYS**; expeditious clearing of the runway is essential.

✈ **DO NOT STAND ON, NEAR, OR WALK ACROSS RUNWAYS.**

☛ Please submit any comments, suggestions, or changes to:

WAYNE BOGGS

AIR TRAFFIC CONTROL TOWER

TAMPA INTERNATIONAL AIRPORT

TAMPA, FLORIDA 33607

✈ ✈ ✈ ✈ ✈ ✈

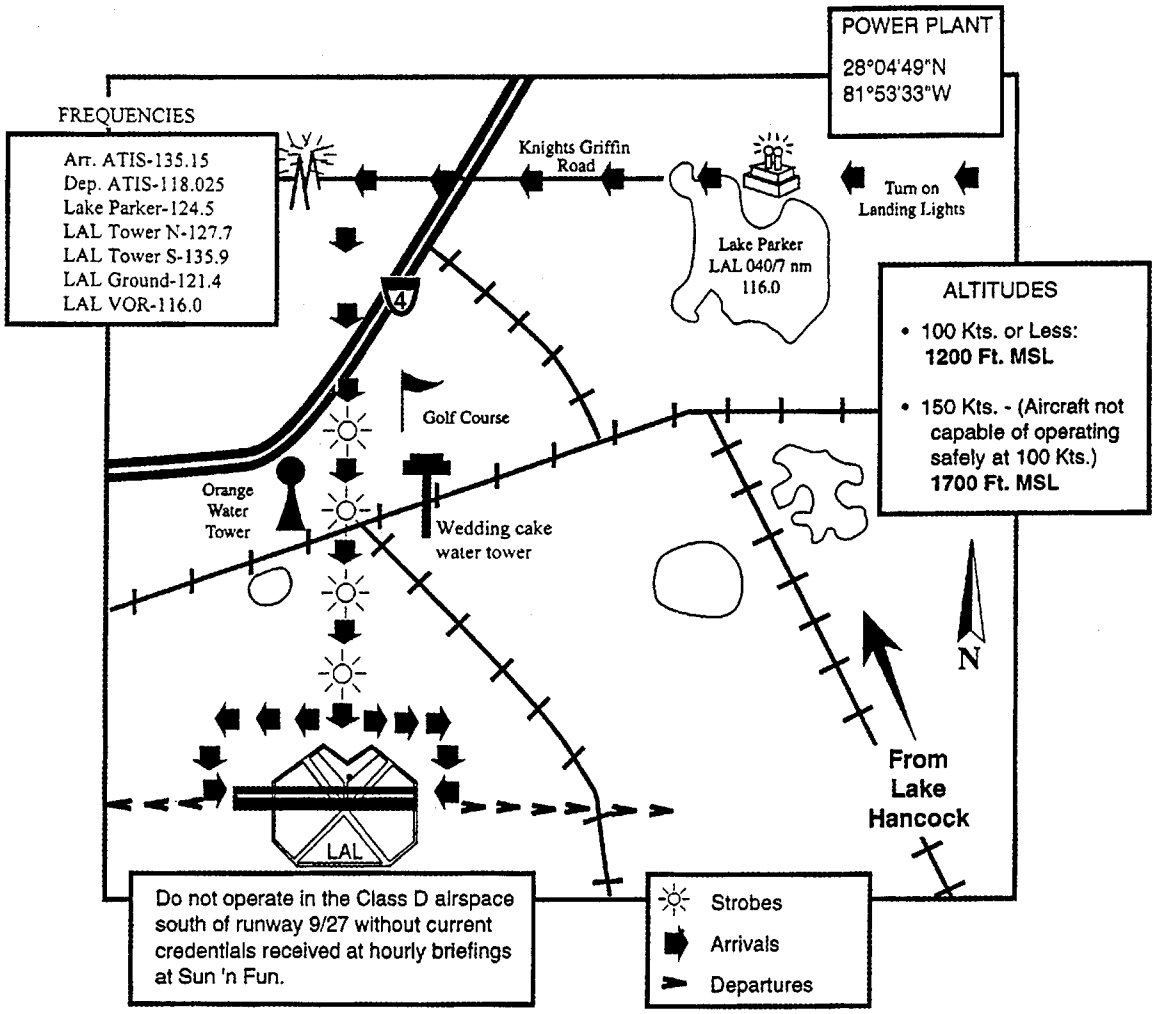
VFR ARRIVALS TO

✈ ✈ *LAKELAND LINDER REGIONAL AIRPORT* ✈ ✈

VFR ARRIVALS AT LAKELAND LINDER REGIONAL AIRPORT

SUN 'n FUN—LAKE PARKER ARRIVAL PROCEDURE

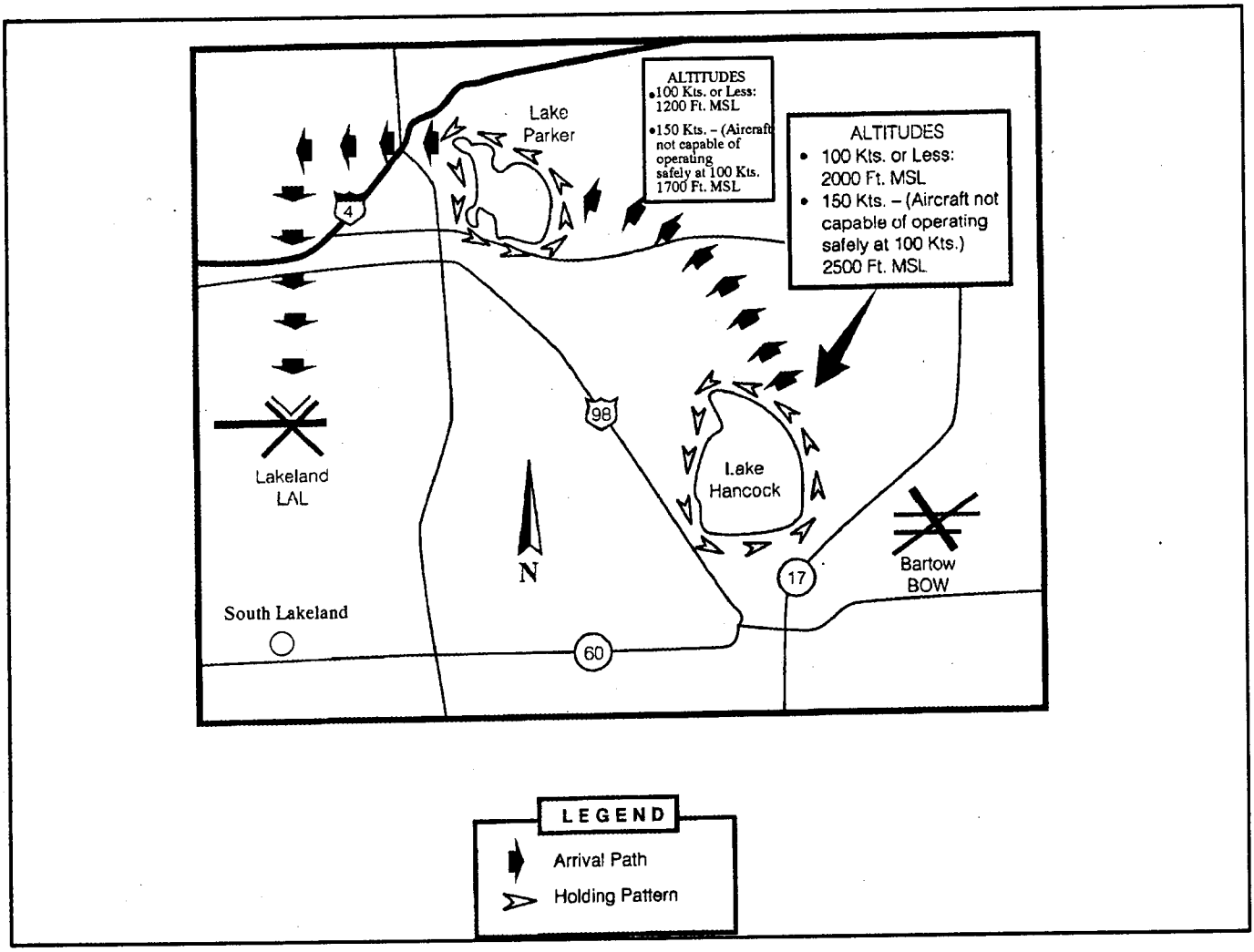
ALL AIRCRAFT ARE EXPECTED TO USE THE SUN 'n FUN—LAKE PARKER ARRIVAL PROCEDURES.



NOTE-
Tampa and Orlando Class B airspaces are in effect. Remain clear of Class B airspace unless authorized by ATC. See Veil Rule exemption, ***Pages 22-24.***

LAKE PARKER

✈ ✈ AND LAKE HANCOCK ✈ ✈
VFR HOLDING PROCEDURES



✈ **IMPORTANT**: Monitor your fuel status. If critical advise immediately.

✈ Leave lights on within 30 miles of Lakeland.

✈ If Lakeland Linder Regional Airport is IFR, taxiing is prohibited for all except those with IFR clearance.

✈ Select 121.5 prior to radio shutdown to detect inadvertent activation of ELT.

✈ All departures avoid the Lake Parker Arrival area, Lake Hancock, and Sky Diving activity at the South Lakeland Airport (Mulberry).

OUR GOAL IS YOUR

SAFE ARRIVAL AND DEPARTURE

LAKELAND LINDER REGIONAL AIRPORT

✈ ✈ *VFR ARRIVAL PROCEDURES* ✈ ✈

(see Graphic Page 6)

When you are twenty (20) to thirty (30) miles from Lakeland, listen to the ATIS, 135.15 MHz, for landing and special information. When volume exceeds the airport's acceptance rate, VFR holding will be required prior to, or over Lake Parker. As you approach Lake Parker (Lakeland VORTAC 040/7), turn your TRANSPONDER "OFF," MONITOR Lake Parker Arrival on 124.5, and fly westerly over the power plant smokestack with white strobe lights, which is located at the north end of Lake Parker. Expect heavy air traffic, **some without radios**, in this area. All aircraft should maintain 100 kts, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 kts at 1700 feet.

Controllers located on the ground at Lake Parker will contact you, using your aircraft "color" and "type" to provide sequencing and other arrival and traffic pattern information. They will contact you in the vicinity of the north power plant and may ask you to "rock your wings" as an acknowledgement for instructions.

From the power plant, stay single file with safe spacing on the aircraft ahead. You will be over a highway flying westbound. You will cross Interstate 4 on this heading and ahead, you will see strobes on lighted towers. **Prior to reaching** the strobes on the towers, at a point about 5 miles north of the Lakeland Airport, you will see a line of flashing strobes on your left that will lead you southbound directly to the airport.

IMPORTANT: REMAIN IN TRAIL to the Airport - no side-by-side separation.

✈ ✈ ✈ ✈ ✈ ✈

VFR HOLDING AT LAKE PARKER

(See Graphic Page 7)

If VFR holding becomes necessary, the Lake Parker holding pattern will be used. A lead aircraft will be instructed to turn left and proceed southbound over the west shore of Lake Parker, continuing counter clockwise around the Lake. All other aircraft will be instructed to follow the leader in single file. Traffic in the Lake Parker holding pattern will be monitored by controllers located on the west side of Lake Parker. **DO NOT PROCEED** past Lake Parker without a clearance to do so. Aircraft maintain 1,200 feet MSL/100 knots or 1,700 feet MSL/150 knots.

✈ ✈ ✈ ✈ ✈ ✈

VFR HOLDING AT LAKE HANCOCK

(See Graphic Page 7)

If VFR holding prior to Lake Parker becomes necessary, instructions will be issued on 124.5 MHz. Aircraft will proceed to Lake Hancock remaining well clear of Lake Parker and well east of the Lakeland Airport. Aircraft are to hold counterclockwise around the lake shore.

Aircraft capable of operating saftely at 100 kts or less are to hold at 2000 feet MSL. Aircraft not capable of operating safely at 100 kts are to hold at 2500 feet MSL at 150 kts. Stay in trail, **DO NOT PASS.** A lead aircraft will be designated on 124.5 MHz and instructed to depart Lake Hancock to follow the Lake Parker arrival procedure.

TRAFFIC PATTERN

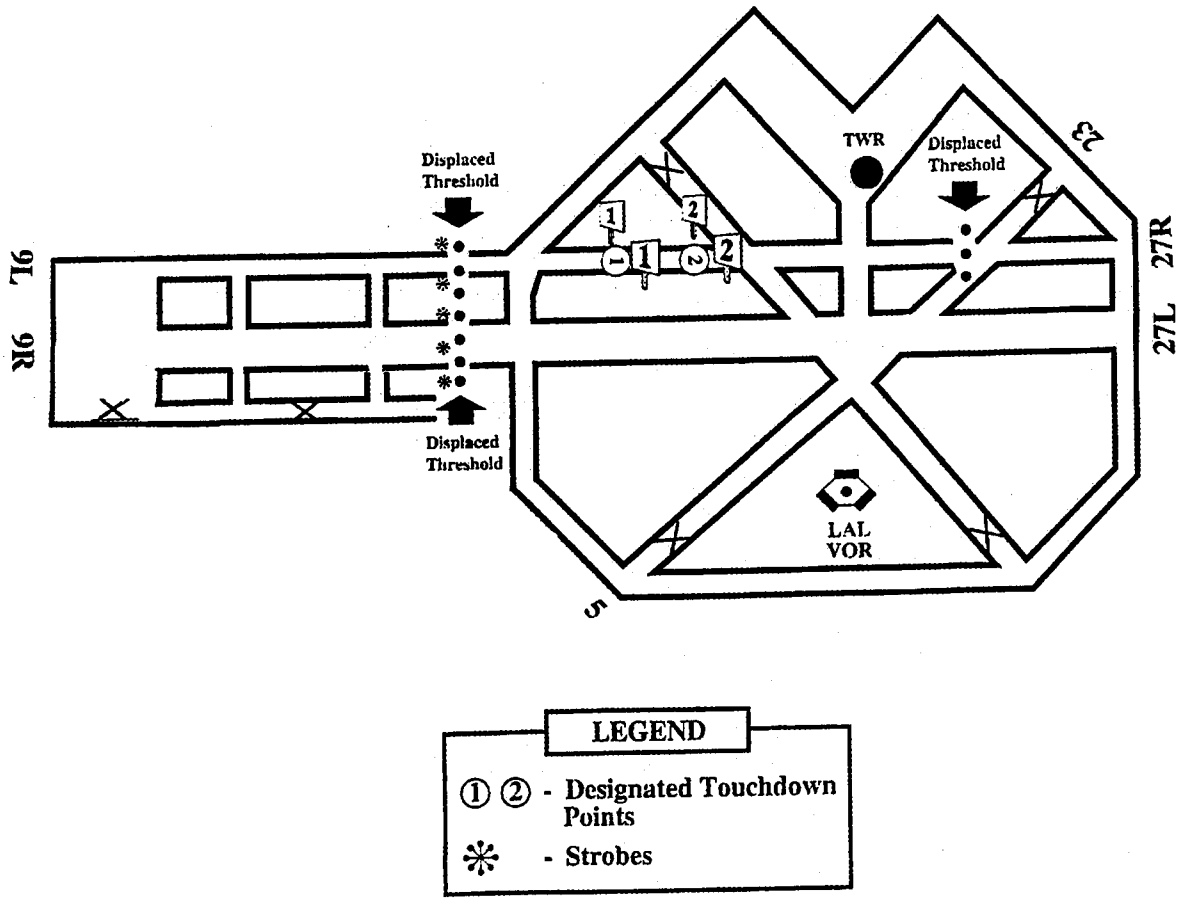
All arriving aircraft enter the Class D airspace only via the Sun 'n Fun—Lake Parker Arrival Procedure. Only left traffic for Runway 9L or right traffic for Runway 27R will be used with downwind leg entry close to the airport over Airport Road.

If landing 9L you may be instructed by the tower controller to land on either the runway threshold, spot one or spot two.

NOTE-
9L/27R is a narrow strip 75 feet wide, which is usually a taxiway.

DO NOT land on the main, wide, Runway 9R/27L, unless specifically instructed by the Control Tower. Use caution for special events and fly-by aircraft using the main runway with opposite-direction base leg entries. All landing traffic must remain alert for possible radio or light signal wave-off from the Tower. **RED SMOKE OR HAND SIGNALS** from **red shirted air traffic controllers** located near the approach end of the runway in use may also be used to signal wave-off. Plan landing so as to clear the runway as soon as possible on a hard surface.

Pay close attention to the location of the DISPLACED thresholds on Runways 9L/27R and 9R. (See illustration below). They will be identified by a flashing strobe and light bar located on each side of both runways.



AFTER TOUCHDOWN

Aircraft landing on Runway 9L, turn off to the left; on 27R, turn to the right.

CAUTION: Remain on hard surface at all times unless specifically directed by the tower or flagman to do otherwise. Expeditious clearing of the runway is Absolutely Essential because of continuous arriving and departing aircraft behind you. On the south side of 9R/27L EAA ground personnel will direct you to the parking area. Flashing arrows are also used to indicate taxi route.

In order to help the Sun 'n Fun parking crew to direct you to the parking area that you want to go to, it will be very helpful for you to have a sign prepared before you arrive. The sign should be of a light color with LARGE dark lettering that can be read from at least 50 feet. Please display this sign in the left side of your windshield. If you want to use abbreviations, please use the following for the different areas:

ABBREVIATION FOR PARKING SIGNS

Abbreviation	Meaning
ACC	Antique Classic Contemporary (Even if you plan to camp there)
GAC	General Aviation Camping Area
GAP	General Aviation Parking Area
HB	Homebuilt Parking Area
SP	Seaplane Parking Area
WB	Warbird Parking Area

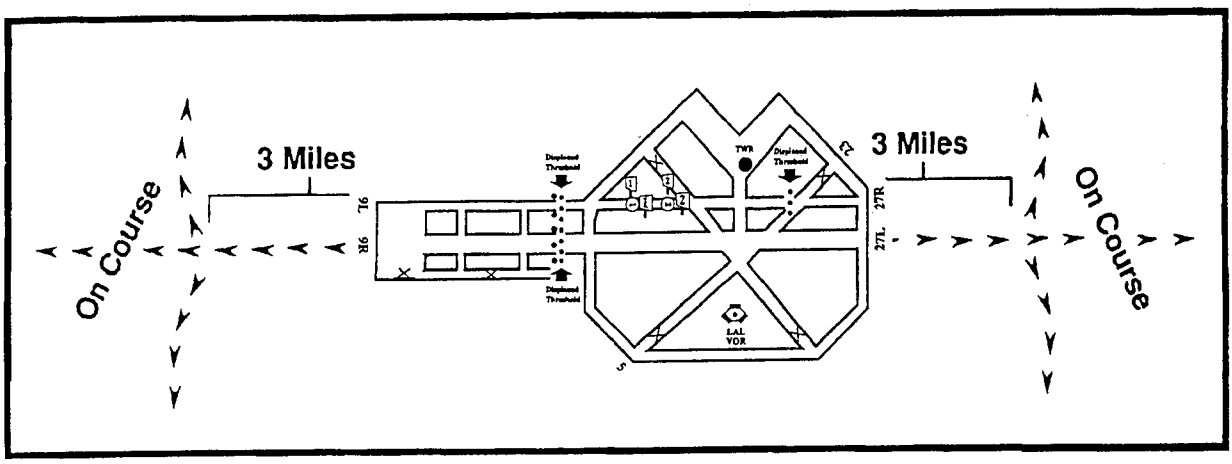
Exercise extreme caution when taxiing due to the high volume of aircraft, vehicles, and personnel.

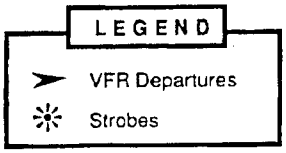
When south of Runway 9R or 27L you may contact Sun 'n Fun EAA ground advisory on 126.4 for additional parking information.

VFR DEPARTURES AT

✈ ✈ *LAKELAND LINDER REGIONAL AIRPORT* ✈ ✈

VFR DEPARTURES





Before taxiing, monitor Lakeland Departure ATIS on 118.025 MHz for taxi information and follow the flagman's directions and other traffic to the advertised active runway. Radio-equipped aircraft should monitor Ground Control on 121.4 MHz while taxiing, and contact the controller ONLY if you need further information. After departure, proceed straight out for three (3) miles before proceeding on course. Be very alert for numerous aircraft departing (particularly after 6:00 p.m.), for special flight activity south, parachute jumping at the South Lakeland Airport, and for arrival traffic from the north. Monitor 121.4 MHz, but DO NOT CALL unless an EMERGENCY exists.

✈ ✈ ✈ ✈ ✈ ✈

REDUCED ARRIVAL AND DEPARTURE SEPARATION STANDARDS

A waiver has been issued, reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single-and light, twin-engine aircraft). Departing pilots are reminded to pay close attention to the red shirted air traffic controllers at the runway for hand signals.

✈ ✈ ✈ ✈ ✈ ✈

NO RADIO (NORDO) AIRCRAFT

✈ ✈ *ARRIVAL PROCEDURE* ✈ ✈

All pilots flying an aircraft **WITHOUT A RADIO into Lakeland, SHALL** follow the Sun 'n Fun - Lake Parker Arrival Procedures. When approaching Lake Parker, be alert for other aircraft inbound to Lakeland and follow that traffic to the Airport. Land ONLY on Runways 9L or 27R. See the preceding paragraphs, with emphasis on:

- ✈ VFR ARRIVALS TO LAKELAND LINDER REGIONAL AIRPORT
- ✈ TRAFFIC PATTERN
- ✈ AFTER TOUCHDOWN

If **RED SMOKE** is being emitted near the approach end of the landing runway, or if a **RED LIGHT** is observed from the Control Tower located on the north side of the Airport, nonradio-equipped aircraft are to **LEAVE** the traffic pattern, proceeding straight out for five (5) miles, and RE-ENTER over Lake Parker. Be extremely alert for numerous aircraft operating in the vicinity of Lakeland.

NORDO AUTHORIZATION

If there is any possibility that you might be coming to Sun 'n Fun in an aircraft **WITHOUT A RADIO**, it is important that you place your: "Name/Aircraft Type/Identification Number/Address" and the word "NORDO 1999" on a postcard, and mail it to:

WAYNE BOGGS

AIR TRAFFIC CONTROL TOWER

TAMPA INTERNATIONAL AIRPORT

TAMPA, FLORIDA 33607

The receipt of the card will validate your authorization to operate without a radio from 7:00 a.m. to 7:00 p.m. local, April 9 through April 17, 1999, EXCLUDING local flights, which require a briefing. The card also indicates that YOU HAVE READ AND UNDERSTAND ALL OF THE ABOVE PROCEDURES. **It is suggested that you sign and fill in the following, and carry this "NONRADIO-EQUIPPED Procedure page** with you while exercising this authorization:

This ATC authorization is issued to:

_____

Pilot's signature

_____

Date card mailed

_____

Aircraft Identification

This ATC authorization is valid at Lakeland Linder Regional Airport, Lakeland, Florida, beginning April 9, 1999 through April 17, 1999.

SPECIAL IFR TRAFFIC MANAGEMENT PROGRAMS

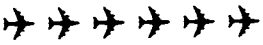
In anticipation of a large number of aircraft traveling to and from the Lakeland AREA, for the Sun'n Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

Effective daily, April 8, 1999 through April 18, 1999, a special IFR traffic management program for nonscheduled IFR arrivals and departures will be in effect for the Lakeland, Florida area from 1100 UTC (0700 Local) through 2259 UTC (1859 Local)..

LAKELAND FLORIDA AREA

For the purpose of this special traffic management program, the Lakeland Florida area includes the following airports:

LAKELAND LINDER REGIONAL AIRPORT	LAL
PLANT CITY MUNICIPAL AIRPORT	PCM
BARTOW MUNICIPAL AIRPORT	BOW
LAKE WALES MUNICIPAL AIRPORT	X07
WINTER HAVEN GILBERT AIRPORT	GIF



OBTAINING A CONTROLLED TIME

St. Petersburg Automated Flight Service Station (PIE AFSS) will assign Traffic Management slots for all unscheduled IFR flights arriving and/or departing the Lakeland area during the dates and times listed above.

Traffic Management Slots can be obtained by pilots up to 24 hours in advance of the proposal time (except between 0300-1100 UTC (1100 p.m. - 0700 a.m.) by contacting the St. Petersburg Automated Flight Service Station at the following numbers:

Calls within Florida (800) WX-BRIEF

Calls Outside Florida (813) 531-1495

Be prepared to provide the following information:

Arrivals to the Lakeland Area.

1. Destination airport.
2. Estimated time of arrival (ETA).

Departure from the Lakeland Area

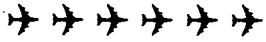
1. Departure airport.
2. Estimate time of departure (ETD).

A Code will be issued and should be inserted in the remarks section of the flight plan. Flights without an approved Code will only be accepted in EMERGENCY SITUATIONS.

Adherence to approved slots should be within five (5) minutes before to five (5) minutes after the approved slots. If this window cannot be complied with, contact PIE AFSS for a new slot assignment.

Aircraft departing the Lakeland Airport IFR, when this program is in effect, will be instructed on the departure ATIS to contact Lakeland ground on 121.7 or 121.4 MHz at least twenty (20) minutes prior to the assigned slot.

Airfiles and changes to destination from airborne flights to LAL, PCM, BOW, X07, and GIF will not be accepted, except for emergency situations while this program is in effect. In addition, airfiles within 150 NM of the Lakeland area will not be accepted.



IFR TRAFFIC

Due to the expected increase in the volume of traffic generated by the Sun 'n Fun Fly-In, some delays may be encountered for IFR arriving and departing traffic. Be familiar with the Sun 'n Fun - Lake Parker Arrival and Departure Procedures (1999).

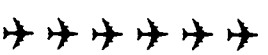
With the anticipated increase in overflight traffic along the southeastern coast and ARTCC radar limitations, effective April 9-17, 1999, southbound traffic filed over CHS via V1 should request 8000' or above. V1 traffic at 6000' and below will be rerouted via V437.

IFR ARRIVALS

Be prepared to discontinue your approach and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Lakeland is reported at or above 3000 feet, and five (5) miles, expect a vector to the vicinity of Lake Parker for a visual approach, following the published Sun 'n Fun - Lake Parker Arrival Procedures. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland. **Pilots who retain their IFR clearance until landing must notify Tampa Approach on 120.65 after exiting the runway to cancel their IFR clearance.**

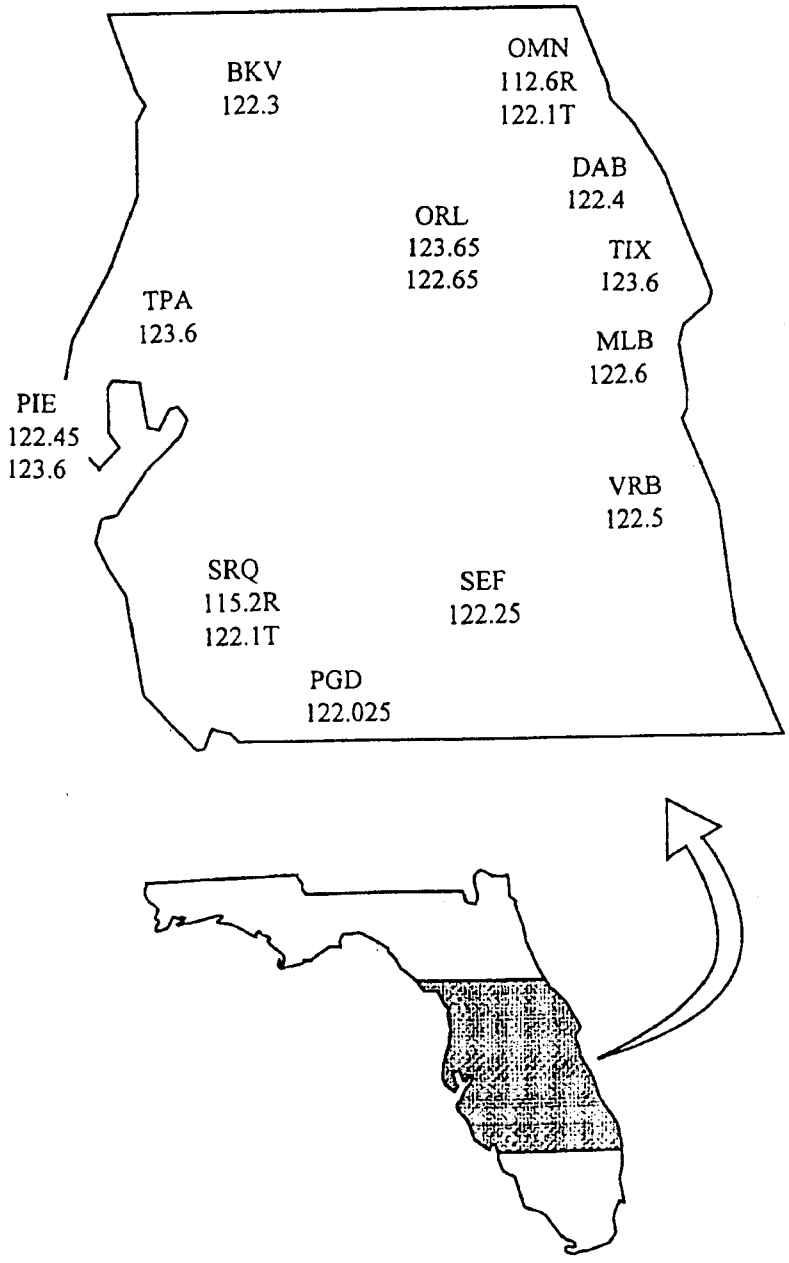
IFR DEPARTURES

File your Flight Plan at least one (1) hour prior to proposed departure time. (Four [4] hours when CT procedures are in effect.) IFR flight plans which have not been used will be cancelled ninety (90) minutes after the filed, proposed departure time. Contact Lakeland Ground Control on 121.4 MHz for your clearance. **DO NOT TAXI** until receiving your enroute clearance. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position so that other VFR aircraft can pass you for departure. In any case, **DO NOT** accept the FAA flagman's instructions to enter the runway or take off unless you have received departure release from Ground Control.



FLIGHT SERVICE STATION INFORMATION

✈ ✈ *CENTRAL FLORIDA FSS FREQUENCIES* ✈ ✈



ST. PETERSBURG AFSS/LAKELAND FSS

Complete flight services will be provided 24 hours daily through the St. Petersburg Automated Flight Service Station. Pilot briefing and flight planning services are available by telephoning St. Petersburg AFSS at 1-800-992-7433. (1-800-WX-BRIEF).

A temporary nonautomated Flight Service Station will be located at Lakeland Airport in the FAA/FSS building from April 10th thru the 17th. Pilot briefing and flight plan services available from 0600-1900 local, daily, during the Fly-In.

✈ ✈ ✈ ✈ ✈ ✈

INBOUND VFR FLIGHT PLANS TO LAKELAND

Pilots are requested to include an additional 30 minutes to their ETE to allow for unexpected delays. Pilots are also encouraged to ensure the color of their aircraft is included in the remarks section of their VFR flight plans.

To contact St. Petersburg AFSS, pilots are asked to use the frequencies shown on the illustration on previous page. (When transmitting 122.1 and listening to the VOR, please check volume up.) Due to the large number of aircraft in the area, it may be a good idea to close your VFR flight plan while approaching your destination airport, as up to 30-minute parking delays could be encountered.

In all cases, please advise the St. Petersburg AFSS which frequency you are listening to and provide your complete call sign.

Due to frequency congestion, airfiles and full-route weather briefings are discouraged between 0600-1900 EDT on St. Petersburg AFSS frequencies.

REMEMBER TO CLOSE YOUR FLIGHT PLAN AT FAA BUILDING LOCATED ON THE FIELD

or

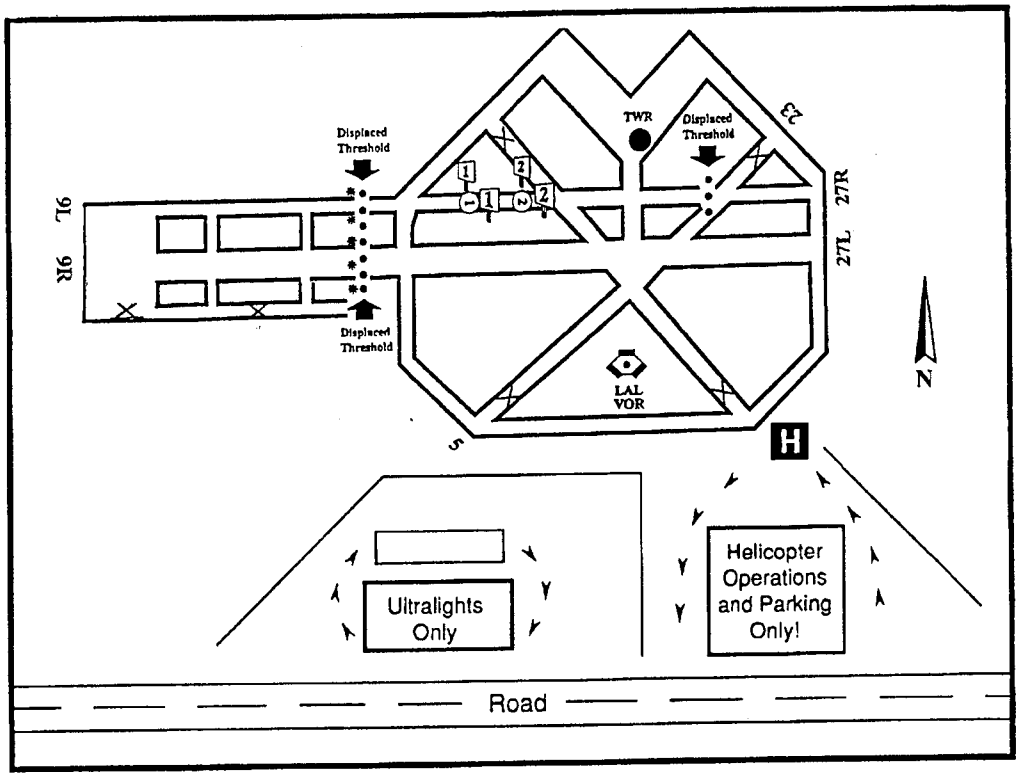
1-800-992-7433

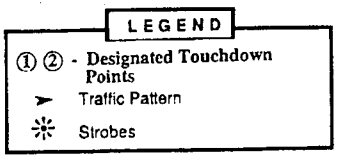
LAKELAND RADIO ON 127.1

✈ ✈ ✈ ✈ ✈ ✈

HELICOPTER AND ULTRALIGHT

✈ ✈ *ARRIVALS AND DEPARTURES* ✈ ✈





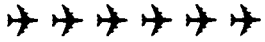
HELICOPTER ARRIVALS AND DEPARTURES

Arriving and departing helicopters shall enter and exit the area from the southeast, at or below 500 feet, keeping the large airport buildings to the left. Be alert for ultralight activity in the area shown on the Helicopter and Ultralight graphic, and for special fixed-wing aircraft activity in closed traffic south of the airport at and above 1000 feet MSL. MONITOR Lakeland Tower on 118.65 until crossing the east/west road on the south airport boundary, then contact Sun 'n Fun Helo operations on 123.05 for parking instructions. These procedures have been developed to minimize air taxiing over parked aircraft and in close proximity to people. They will also minimize the mixing of fixed-wing and rotorcraft operations.

✈ ✈ ✈ ✈ ✈ ✈

ULTRALIGHT ARRIVALS AND DEPARTURES

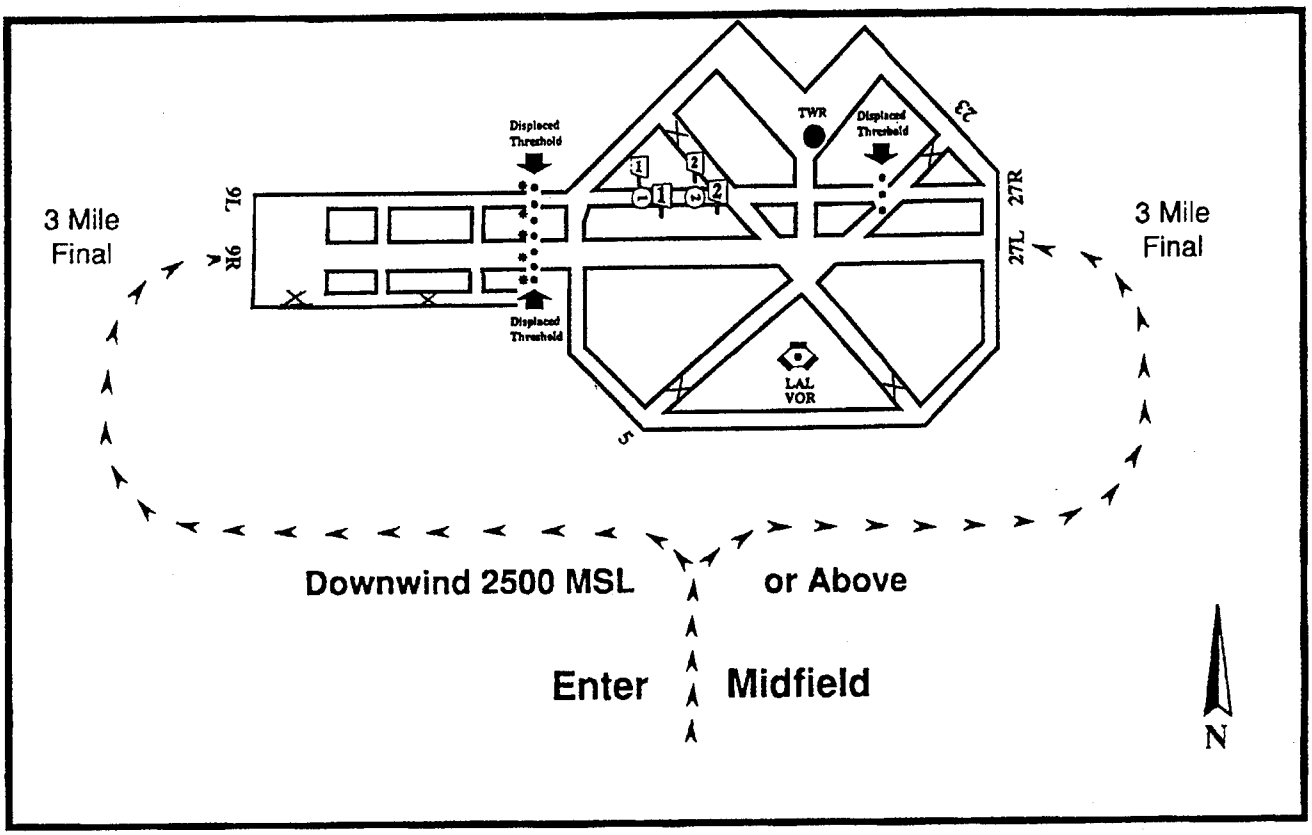
All arriving and departing ultralight vehicles shall enter and exit from the south-southwest of the Lakeland Linder Regional Airport and shall remain below 500 feet above the ground. Be alert for helicopters arriving and departing at the same altitudes just to the east of the area set aside for ultralight operations.

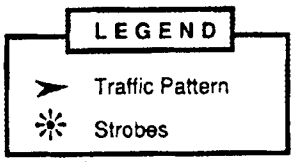


WARBIRD SOUTH ARRIVALS

✈ ✈ *FOR WARBIRDS TO BE ON DISPLAY (ONLY)* ✈ ✈

(135.9)





This procedure shall ONLY be used by aircraft that will be on DISPLAY in the Sun 'n Fun Warbird area:

Warbird aircraft, using this procedure, shall report to Lakeland Tower on frequency 135.9 MHz when ten (10) miles due south of the Lakeland Linder Regional Airport. This report should state: "Warbird south arrival, color and type aircraft, position;" for example:

LAKELAND TOWER, WARBIRD SOUTH ARRIVAL, SILVER, MUSTANG, 10 SOUTH

Aircraft are expected to approach the airport from the south for a mid-field downwind leg entry to either Runway 9R or 27L, as instructed. Remain at or above 2500 feet MSL until turning a wide base leg to at least a three (3)-mile final.

Be aware of the displaced threshold for arrivals. If you should need the full length, advise the tower.

CAUTION for aircraft in the fly-by pattern, ultralights, and other operations up to 2000 feet MSL south of Runway 9R/27L.

Expect a high volume of traffic entering the final approach for either 9L or 27R from opposite-direction base legs. Be alert for traffic entering final approach for landing out of the fly-by pattern or for grass-field operations to the south of Runway 9R/27L.

Warbirds shall monitor LAL ground 121.4 MHz while on taxiways/Routes unless otherwise instructed by ATC. EAA Warbird parking advisory 119.25 is responsible for the Warbird parking area.

PLANT CITY MUNICIPAL AIRPORT (PCM)

In response to increased air traffic at Plant City Municipal Airport (PCM) during the Lakeland Sun n'Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

a. A temporary Control Tower will be in operation at the Plant City Municipal Airport from April 9 through April 14, 1999.

b. The tower will be open and class "D" Airspace will be in effect from 8:00 a.m. until 4:00 p.m. EDT (Eastern Daylight Time) up to and including 1,600 MSL.

c. Tower frequency will be 127.95.

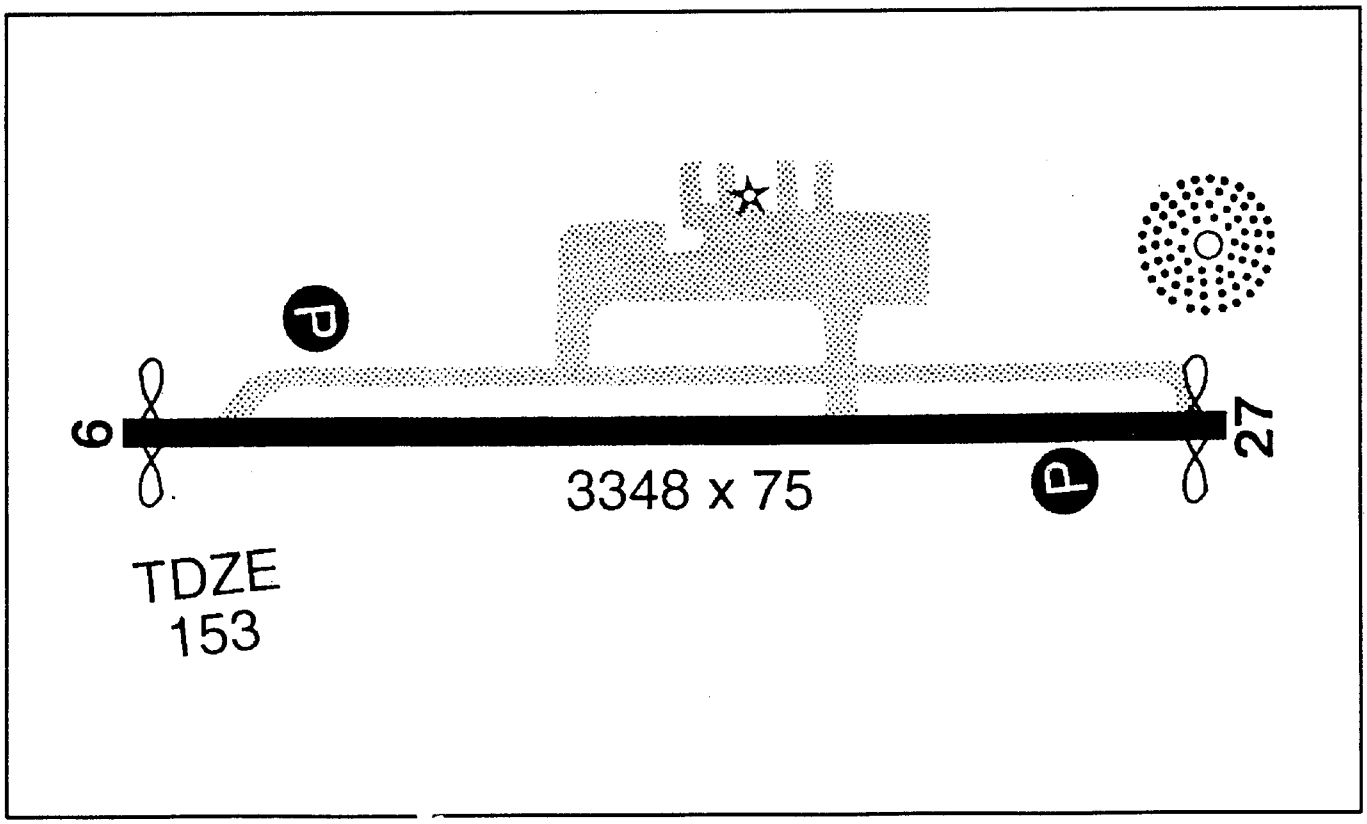
Backup Tower frequency will be 119.8 **(Do not use unless advised by ATC or 127.95 is out of service).**

Unicom frequency is 123.0

CTAF when Tower closed is 123.0

d. Traffic pattern will be left traffic for runway 9 or runway 27 unless otherwise advised by ATC. Plan to approach the airport from the North or South to avoid Tampa Class "B" airspace and Lakeland high density traffic.

e. Unless otherwise advised by ATC, departures turn North or South 1 mile after takeoff to avoid Tampa Class "B" and Lakeland high density traffic.

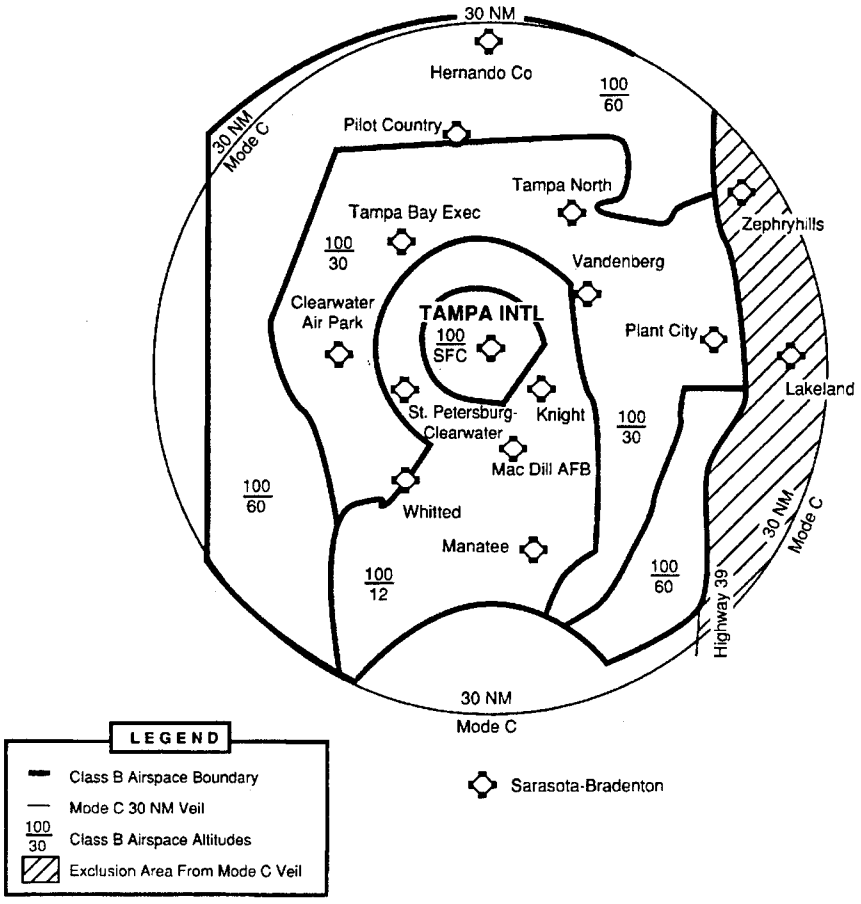


REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT–TAMPA AREA

✈ ✈ *MODE C TRANSPONDER REQUIRMENTS EXCLUSION* ✈ ✈

TAMPA CLASS B MODE C VEIL

(DO NOT USE FOR NAVIGATION - NOT TO SCALE)



Effective April 6 through April 21, 1999.

Operators of aircraft that are not equipped with Mode C transponders may operate within the Tampa Class B Mode C veil to attend the 1999 EAA Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated route:

That airspace at and below 2,500 feet MSL east of Highway 39.

Remain outside of the lateral boundary of the Tampa Class B airspace.

Caution: This notice **does not** constitute authorization to enter the Tampa Class B airspace.

NOTE–

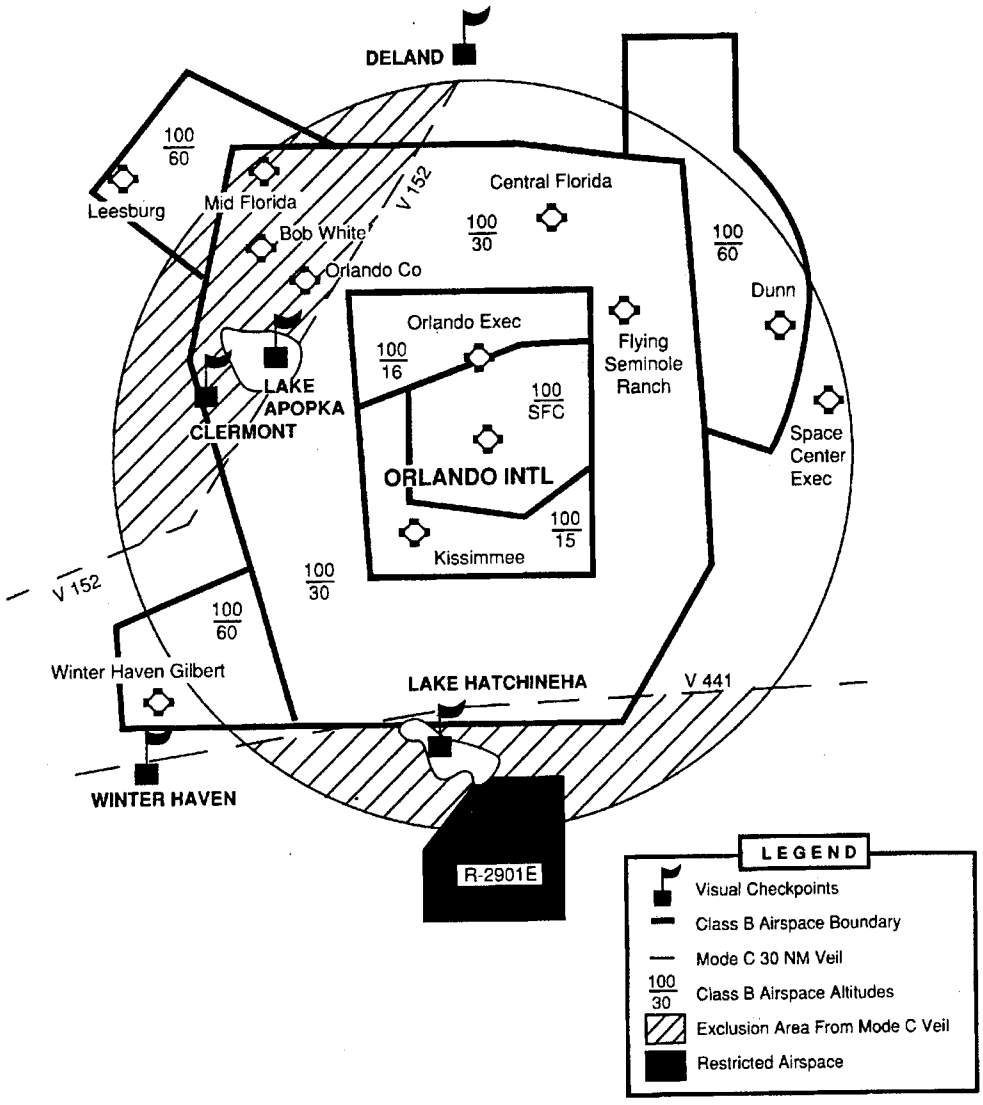
Aircraft must follow the Lakeland Linder Regional Airport arrival and departure procedures established for the 1999 Sun'n Fun Fly-In.

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT–ORLANDO AREA

✈ ✈ *MODE C TRANSPONDER REQUIREMENTS EXCLUSION* ✈ ✈

ORLANDO CLASS B MODE C VEIL

(DO NOT USE FOR NAVIGATION - NOT TO SCALE)



Effective April 6 through April 21, 1999.

Operations of aircraft that are not equipped with Mode C Transponders may operate within the Orlando Class B Mode C veil to attend the 1999 EAA Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated routes.

Northwest route:

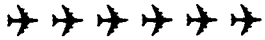
That airspace at and below 2,500 feet MSL along a route that passes over the city of Deland, Lake Apopka, and the City of Clermont. Remain northwest of V152.

Southern route:

That airspace at or below 2,500 feet MSL south of V441 along a route over the center of Lake Hatchineha and east of the City of Winter Haven. Remain outside of the lateral boundaries of the Orlando Class B airspace and outside R-2901E.

EXCEPTIONS

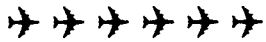
Section 91.215 of the Federal Aviation Regulations states that aircraft without electrical systems, balloons, and gliders are excluded from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veil. ATC authorizations are not required.



OTHER REQUESTS FOR AUTHORIZATIONS

Requests to operate along other than the Northwest and Southern routes specified above must be submitted to the Orlando ATCT in accordance with Section 91.215. Such requests will not be considered approved unless you receive an express written authorization signed by the Orlando ATCT Manager or his designee.

Operations conducted in accordance with the procedures outlined in this notice must remain outside the Orlando Class B airspace unless otherwise authorized by Orlando ATCT.



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